

POWER & MOTORYACHT

SECRET FORMULA

A STORIED BUILDER'S
RETURN TO CENTER CONSOLES



VISIT...

LANZAROTE
Caliente.COM



Powered by  **YAMAHA**

PURE. EVOLUTION. | *S 378* SPORT

Prepare to dominate the water on the Pursuit S 378 Sport. It's the perfect culmination of power, innovation and tradition.



Visit your factory authorized dealer and experience the excitement of Pursuit. Check us out at pursuitboats.com.

AMERICAN
MADE 



JOIN US AT THE
MIAMI INTERNATIONAL BOAT SHOW, FROM 15TH TO 19TH FEBRUARY 2023

One Water Yacht Group
Fort Lauderdale
(Florida)
(001) 954 606 0445
info@owyg.com

**Jefferson Beach
Yacht Sales**
St. Clair Shores (Michigan)
(001) 866 490 5297
sales@jbys.com

SeaNet Company
Newport Beach
(California)
(001) 949 764 1718
info@seanetco.com

**Staten Island
Yacht Sales**
New York City (New York)
(001) 718 984 7676
sales@SIYachts.com

Marine 360°
Québec
(Canada)
(001) 514 282 8484
ventes@marine360.ca

Photos by Alberto Cocchi

Navetta 75

THE ABSOLUTE SPHERE

What if perfection had a shape?

A sphere encapsulates everything we know to be perfect.
Absolute Navetta 75, the ultimate balance of excellence.
Aim for the best.

Discover more at navetta75.absoluteyachts.com

EX60



CREATE YOUR TRADITION



*An anthology of our rich history and
product portfolio, the Tiara Yachts EX 60
embodies flexible luxury and
endless adventure.*

TIARA
YACHTS

TIARAYACHTS.COM

IN THIS ISSUE

15 Inside Angle

In breaking down the Great Loop, Bill Prince finds a journey that gives both boaters and boats a second life.

16 Gear

Shane Scott manages to put Gill's OS2 survival jacket to the test—on a perfect, balmy Southern California day.

17 Seamanship

A Coast Guard rescue swimmer's simple, experience-based lessons on how to not end up in a rescue basket—or dead.

18 Waypoint

Anna Maria Island is a beautiful slice of Old Florida and a rootsy destination for day trippers or passagemakers.

22 New Boats

Saxdor's Finnish beauty, Ocean Alexander's smallest of the big and 60 feet of Grand Banks.

34 A Secret Formula

How does a midwestern boat builder craft one of the coolest saltwater fishing boats? Stealthy research.

42 When the Unthinkable Happens

Would you know what to do if your kid was struck by lightning? Here's Derek Stock's urgent message to us all.

46 Timeless

Cruising Turkish waters aboard the Numarine 22XP, Kevin Koenig finds himself awash in history.

52 So Others May Live

It's been a wild ride for U.S. Coast Guard Rescue Swimmer Shannon Scaff, and Chris Dixon finds it ain't over yet.

61 Feeling Loopy

What does it really take to complete the Great Loop? Mike Smith talks to the Loopers who have gone the distance.



FORMULA



THE FORMULA 500 SSC – It's YOUR MOVE!



THE FORMULA 500 SUPER SPORT CROSSOVER is the ultimate move for fun times out on the water! This fifty-foot Formula Flagship combines the commanding offshore ride with unprecedented amenities and luxury. The 500 SSC offers the Formula Crossover heritage of a wide-open, single-level bowrider, inviting open station-to-station wandering.

From the enclosed coupe-top salon to the aft lounge bar, the 500 SSC is a true evolution and culmination of the Formula SmartZone™ concept. From the full bow lounge forward to the expansive extended swim platform aft, you will find air-conditioned comfort, entertainment and innovation. A full-width motorized glass salon bulkhead allows you to choose your degree of separation or shared fun with the aft cockpit lounge and bar areas.

The 500 SSC amenities below offer a respite from the outside world with a true cabin experience. A complete galley at the cabin entry

stairs, the large convertible U-lounge forward, a head with Corian surfacing, vanity sink and spacious shower create a residential feel. Slip aft to the separate stateroom with queen-size berth, sofa and complete entertainment suite.

The proven, surefooted double-step FAS³TECH® hull will take your complement of guests to dinner across the bay or on far-flung offshore journeys in speed and comfort with the confidence and might of the revolutionary new quad Mercury V12, 600 horsepower Verado outboards. The horizons are limitless in your spectacular 500 SSC!

The Formula 500 SSC – It's What Moves You!



2200 West Monroe St. • PO Box 1003
Decatur, IN 46733 • 800.736.7685
www.formulaboats.com



Facebook



Twitter



Instagram





DREAM ON

IS THERE A BETTER BOATING ADVENTURE THAN THE GREAT LOOP?

There's something about the end of the year that conjures dreams of The Great Loop. In a complete coincidence both Bill Prince and Mike Smith use their columns this month to discuss this nautical endeavor. Bill addresses boaters that wait until retirement to tackle the loop and what the best boat to buy for that trip might be. Mike investigates how best to prepare the boat you already own for such an adventure.

A couple days after reading these stories, I was listening to my colleague Jeff Moser's conversation with a young couple who went from being stuck in a cramped apartment in India during the onset of the pandemic (no thank you!) to tackling the loop while working. That one provided some serious day-dream fuel (if you're a podcast fan, check it out on TrawlerTalk).

A few days later, Jeff and I were at the Connecticut Fall Boat Show where we met a reader who was researching the best boat to buy for his retirement—he's partial to Nordhavns. He asked an interesting question. He wanted to know if he was "missing anything" if he skipped the Mississippi River portion of the loop. He liked the idea of visiting the Great Lakes but Middle America was not speaking to him.

To be honest, I've pondered that same question myself over the years. Navigating the middle of our country comes with navigation challenges and a significant cost; is the juice worth the squeeze?

I got closer to answering that question recently on a 100-mile jaunt aboard the new Tiara EX 60 from Holland, Michigan to Chicago. First, let me confess, I've always heard midwesterners say, "the Great Lakes are no joke, they're like an ocean." Growing up on the ocean I would smile and think, *sure they are*.

Well, when the forecast on our departure date called for stacked 15- to 20-foot seas on Lake Michigan; I quickly tipped my hat with a newfound respect. I told five salty colleagues about the forecast and five for five (it was uncanny), they all referenced the historic sinking of the 729-foot freighter, the *Edmond Fitzgerald*, on Lake Superior in 1975. It's a tragic story that makes for fascinating (if

not dark) reading. I don't recommend digging into that Wikipedia page the night before a Great Lake crossing—don't ask why I know.

The morning of our trip we were only in 3- to 5-foot seas but it was pitch black when we departed, which made the sudden drop off a wave feel that much more unsettling. When the first rays of light crested the tall dunes to port, it was clear to see, cruising in this part of the world is different, and different in the best way possible.

Something about country/rural living has always appealed to me. Combine that with the built-in kindness of the people living in Middle America and I always enjoy visiting.

After half a day running through choppy water, we spotted the Windy City off our bow. While I've flown in and out of Chicago a hundred times, I never stopped to explore the city. I would get my chance—kind of—when we nosed the 60 into downtown Chicago for an impromptu photo shoot. Tiara's Marketing and Sales Specialist Alex Slikkers and I jumped from the boat and up the sea wall to snag photos and video. It was an unseasonably warm October afternoon. Tourists and residents alike swarmed the clean streets beneath towering skyscrapers.

I spotted theaters, restaurants and the offices of the Chicago Tribune. In total, we were on land for less than an hour, but I was hooked. I started looking into flights for Karen, Connor and I to come give this city a proper shakedown.

When I was fresh out of college, Karen and I joined my parents and family friends on a cruise up the Erie Canal, a trip that today lives in a special place in my heart. On that trip we experienced some great destinations and more than a few towns that had fallen on hard times. That trip taught me that it's the unplanned misadventures that are the most interesting and it's the people, not the places, that produce the strongest memories.

As I write this column here in Connecticut, I have a fire going and it's raining sideways. The boat is safely tucked in and winterized in the driveway and my dreams are running wild. It's a great feeling. I hope this issue fills you with inspiration as well. ▢

Go on a power trip with
FURUNO

GET LOST.

Because wherever you choose to explore, we have the power to get you there & back.



TZT9F 9" Hybrid Touch IPS Display

TZT12F 12" Hybrid Touch IPS Display

TZT16F 16" Multi Touch IPS Display

TZT19F 19" Multi Touch IPS Display

Challenge your horizons with confidence & the power of Furuno, guiding you each step of the way.

Lightning fast
Multi Touch MFDs

NXT Radar Target Analyzer™
Alerts You To Hazardous Targets

Free Worldwide
Weather Forecasts

Preloaded US Coastal
Raster/Vector Charts

Auto Acquire 100*
AIS Targets

*Requires external sensor



Get the whole story at NavNet.com

POWER & MOTORYACHT



PRESIDENT GARY DESANTIS
PUBLISHER WADE LUCE
949-491-5256; wluce@aimmedia.com
NORTHEAST SALES PAUL SMITH; 914-467-8729
SOUTHEAST BROKERAGE SALES JESSICA SCHULTZ; 239-738-3132
MID-ATLANTIC & MIDWEST SALES JOE ILLES; 757-254-5660
SOUTHEAST & CARIBBEAN DISPLAY SALES
DAVID PARKINSON; 954-232-4064
EUROPEAN SALES
ELENA PATRIARCA; +39-0185-723697
CLASSIFIED SALES
GRIF BARHIGHT; gbarhight@aimmedia.com

VP, MARKETING AND EVENTS JULIE JARVIE
EDITORIAL DIRECTOR DANIEL HARDING
VP, MARKETING INNOVATION ERIC DALLIN
VP, GENERAL MANAGER CHRISTINE NILSEN
DIGITAL DEVELOPMENT MANAGER MATTHEW BOYLES
PRODUCTION MANAGER SUNITA PATEL
SENIOR SALES COORDINATOR SARA CARPENTER
SENIOR PRODUCTION COORDINATOR AMY RALEIGH
AD OPERATIONS COORDINATOR DIANA BERARDINELLI
VP, CIRCULATION PAIGE NORDMEYER
FULFILLMENT MANAGER JENNIFER WILSON
DIRECTOR OF RETAIL SALES SUSAN A. ROSE

EDITOR-IN-CHIEF DANIEL HARDING JR.
CREATIVE DIRECTOR ERIN KENNEY
DIGITAL DIRECTOR JOHN V. TURNER
SENIOR EDITOR CHRIS DIXON
SENIOR EDITOR SHANE SCOTT
EDITOR-AT-LARGE BILL PIKE
YACHT DESIGN CONSULTANT BILL PRINCE
ELECTRONICS EDITOR BEN STEIN
TECHNICAL EDITOR MIKE SMITH
EUROPEAN EDITOR ALAN HARPER
CONTRIBUTING EDITORS
BOB ARRINGTON, LOUISA BECKETT, KEVIN KOENIG

CEO ANDREW W. CLURMAN
CHAIRMAN EMERITUS EFREM ZIMBALIST III
PRESIDENT, MARINE DIVISION GARY DE SANCTIS
PRESIDENT, HOME DIVISION PETER MILLER
CFO STEPHEN POMPEO
ACCOUNTING MANAGER STEVE ONEILL
DIRECTOR OF HUMAN RESOURCES SCOTT ROEDER
CHIEF TECHNOLOGY OFFICER BRIAN VANHEUVERS WYN

HEADQUARTERS:
Soundings Publications
35 Industrial Park Road, Unit 10
Essex, CT 06426

BACK ISSUE INFORMATION:
800-284-8036; outside the U.S.: 515-237-3669

SUBSCRIPTION SERVICES:
For questions, problems, or changes to your
Power & Motoryacht subscription,
VISIT: powerandmotoryacht.com/service
CALL: 800-284-8036 WRITE: Power & Motoryacht, P.O. Box
37274, Boone IA 50037-0274
EMAIL: marinesubs@aimmedia.com. Please include name, address, and phone number on any inquiries.

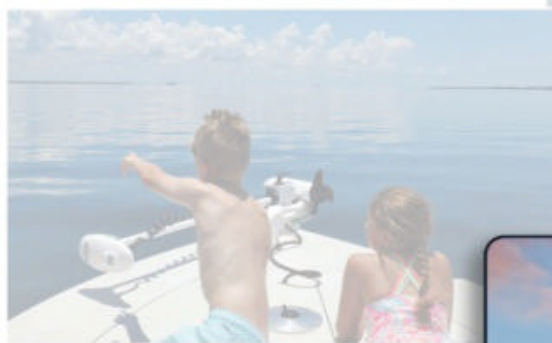
For Boaters, From Boaters

Whether you're underway or working on your boat,
take the best boating stories with you wherever you go.

The Power & Motoryacht Podcast

- #60 11-Year-Old Struck by Lightning
- #61 The Boss of Brunswick Talks Future of Boating
- #62 AUDIO DOC: Impromptu 13-Year Trip
Around the World
- #63 Emergency Pod: Speed Restrictions
Pose Threat to Boating
- #64 Hell and High Water

Available wherever you get your podcasts.





CRUISERS YACHTS 46 CANTIUS

Come see the fleet at the
MIAMI INTERNATIONAL BOAT SHOW
February 15 - 19, 2023



FULL BEAM MASTER SUITE



CRUISERS YACHTS

34 GLS | 38 GLS | 42 GLS | 50 GLS
39 EC | 42 C | **46 C** | 50 C | 54 C | 54 F | 60 C | 60 F

For more information on the 46 Cantius, please visit
CRUISERSYACHTS.COM



WATERFRONT

FLOAT LIKE A COCKROACH

NEW ROBOTIC CATAMARANS GAIN UNPARALLELED OCEAN STABILITY FROM A BUG-LIKE FRAME.
BY SHANE SCOTT





Imagine a vessel steady enough to execute accurate hydrographic surveys in Lake Huron, high tech enough to analyze the ocean's fish populations and pollution levels and fast enough to chase off intruder vessels and protect Navy ships. Now imagine that vessel shaped like an insect and completely autonomous. Mix all that together and you get the WAM-V.

WAM-V stands for Wave Adaptive Modular Vessel. It's the brainchild of Ugo Conti, the founder and Chief Technology Officer of Marine Advanced Robotics in Richmond, California. Once a researcher at UC Berkley and, subsequently, the founder of ElectroMagnetic Instruments, Conti quit his job to sail the world with his wife, Isabella, and four-year-old son Maurice, for three and a half years. But he soon found how terribly seasick he became.

"There's got to be another way," Conti thought to himself as he mustered the will to keep his stomach from turning.

"Being motion sensitive, my engineering mind was desperate to invent a better way to sail the waves," he said. "My motion sensitivity was annoying especially at the beginning of the trip, obviously due to fear."

Conti has been long fascinated by insects—particularly cockroaches. He realized the way that these animals move might hold a key to ocean stability. As cockroaches run, they use what is known as an alternating tripodal gait, where two outer legs on one side of the body and the middle leg on the other are in contact with the ground at the same time, producing good stability and reasonable speed.

When the same principle is applied to the WAM-V engineered catamaran in the ocean, it means when a wave hits, each hull moves independently and naturally, reducing motion by up to 70 percent.

With the cockroach as his inspiration, Conti first developed a catamaran called the Proteus. The boat featured a 50-foot gap between its inflated hulls. Those hulls bore hinged motor pods at each end, and were connected to a bridge and cabin suspended just above the ocean by way of four metal legs atop titanium springs. The design allowed the boat to flex and move with the ocean waves. But, as innovative as the design was, it lacked something.

"That idea was faulty because sometimes the motion was reduced, but when all the phases of the oscillations were added, the motion of the upper structure exceeded what the motion of a rigid boat would have been," Conti explains.

The good news about the Proteus, Conti notes, was that its hinged motor pods ensured that the propellers always stayed in the water. This was a very important feature, because without it, a power catamaran with a length-to-width ratio of 2:1 could lose propulsion in rough seas—often on one side as one propeller lifted from the water. The subsequent loss of steering and control could have dire consequences especially in the face of oncoming waves. In the conditions when propeller contact was needed most, Conti's system worked flawlessly.

Replicating the desirable qualities of the Proteus



The WAMV-22 in action. It can be controlled via mobile or satellite and is equipped with a live feed camera for on-water updates.

and reconfiguring what was lacking, Conti came up with the new generation of WAM-V's. This second-generation model features a partially rigid, partially flexible hull to prevent overall flexing, leaving the bow section free to bend and absorb wave impacts while driving upwind. There are also only a forward set of suspension springs, increasing the capability to deal with forward impacts. Overall, the WAM-V's articulated structure is completely free to move following the ocean's surface; in contrast, on Proteus there were still resistances, with only semi-absorption by the suspensions, ultimately causing deleterious repetitive stresses.

So, what can the newest WAM-V actually do as result? A lot—according to the second generation WAM-V co-designer, Mark Gundersen.

"It's excellent for doing things like hydrography, launching and recovering of aerial and underwater vehicles, putting sen-

sors in the water—and not only from an efficiency standpoint, but its very lightweight structure also allows for degrees of freedom otherwise unattainable," Gundersen says. "It can move with very little energy, utilizes renewable energy whenever possible and its modularity means it can be taken apart with ease. I mean, you could take our 16-foot model apart, box it up and air freight it anywhere in the world in a very short amount of time." The 8-foot model can even be broken down and checked as baggage on a domestic airline.

The WAM-V currently comes in three sizes: 8, 16, and 22 feet. What makes the vessel particularly efficient, besides its stability, is that it's fully autonomous. Using mobile or satellite communication, the robotic catamaran can be programmed to reach specific coordinates and handle a variety of retrieval, release and other technical tasks, within or outside of the operator's view. Should you

need to abort your mission, the vessel provides a constant live camera feed and can be redirected with new commands at any given moment.

Among the biggest uses for the WAM-V are hydrographic surveys owing to the vessel's unparalleled stability, but some of their more interesting uses include naval patrol and recording footage for coastal views (from the water POV) of streets and highways on Google Maps. And while you won't be seeing mass produced crewed versions anytime soon, Gundersen is hopeful that the WAM-V could be put to recreational use in the future.

"I live in Alameda, in the Bay area, and my vision is to have a 22 [that can] carry people, maybe with a cockpit so you can get in it and sit back," Gundersen said. "So, you can blend the autonomous function with the ability to drive [the boat] when you want to." □



THE GREAT GOLDEN LOOP

GOLDEN YEARS FOR THE LOOPERS AND FOR THE BOATS THAT GET A SECOND LIFE. BY BILL PRINCE

Doing the Loop is becoming as popular as filling Eliquis prescriptions among people who owned Led Zeppelin t-shirts 40 years ago. Even so, the America's Great Loop Cruisers Association (AGLCA) claims it's still rare for people to actually complete the 6,000 mile circle route that connects the Atlantic, the Gulf, the Great Lakes and the Mississippi River. They say more people summit Mount Everest every year than complete the Loop. (At first glance it's clear they're not the same people.) But it seems you can't go to any marina in the eastern half of the U.S. without seeing a white or golden "Looper" burgee somewhere. All the kids are doing it.

Except they're not exactly kids anymore. One guy did it on a jet ski at age 50, but the Great Loop may be more accurately referenced as the Golden Loop, as most Loopers are into their golden years by the time they have the means and the wide open calendar to complete the great circle. The member association may as well be called the AGLCAARP, as the average age of Looper couples is firmly between "no longer working" and "still ambulatory." Admittedly, it's not the broadest window for a lot of people who haven't trotted up the face of Mount Everest lately. Can someone tell me if an AARP membership comes with a Looper burgee by default?

My wife and I aspire to be Loopers one day, and many an evening sunset on the hook has been spent pondering what the best Loop boat is. No right answer there, except the boat needs to be under 19 feet 2 inches tall for a few seconds in Chicago. Generally, it's smart to find the smallest boat that a given pair of Loopers find comfortable, as cruising aboard a 38-footer opens up more dockage and anchoring options than doing so aboard the *Carnival Vista*. Your results may vary depending on how well you and the missus get along, but 38- to 45-feet seems to be a sweet spot.

Having met many Loopers who pass through my home port on Lake Michigan, I have noticed a trait that many Looper boats

have in common with Loopers themselves—the boats are no spring chickens, either! Part of this has to do with the simple fact that a new 40-foot powerboat in 2023 is at least a million-dollar proposition whereas a perfectly comfortable 35 year-old double cabin motoryacht can be had for pennies on the proverbial dollar. But there's more to it than just money.

Flip the pages of this magazine. Look at the ads. The new boats under 45 feet today are 60-knot dayboats. Want to do the Loop at warp speed? Alright. Buy a center console with 1,600 horsepower, but don't start in December.

There just aren't many liveaboard 40-footers being built anymore. In the last century they were pumped out by the thousands from entry-level builders like Sea Ray, Carver, Silverton and Bayliner. Twin inboard, aft cabin cruisers like these and trunk cabin Taiwanese trawlers like those from the 1970s and '80s just aren't in demand in today's market. But they're ideal Looper boats! So, like the Loopers living out their golden years with purpose, the aft cabin cruisers of the 1980s are being given a chance to do much the same. Like an old Golden Retriever who spent a lifetime at the foot of the couch but finally gets to hunt, these boats are finally doing what they were designed to do. Golden years, indeed!

There's a future Looper boat two slips down the dock from my convertible. It's got "sidewalks" and it has never moved more than a quarter mile from the slip to the TravelLift well in the decade we've been neighbors. This boat is just taking up space. But one day this boat will find a new owner, see the world and get more action in a year than it's had over its entire, stupid, boring life tied to just one dock.

So the next time you see an old trawler or aft cabin cruiser with a brown stained bow wave mustache, flying a golden AGLCAARP burgee, in a transient slip near you, take a moment to appreciate what the Loopers and their old boats are up to—living their best life in their golden years.

Next stop, Mount Everest! □

GILL'S OS2 JACKET

IT MAY STAND OUT LIKE A SORE THUMB, BUT IT KEEPS YOU WARM AND DRY.
BY SHANE SCOTT



When I was a child, I always dreamed of becoming a fireman. As you probably surmised, that didn't happen for me. But, wearing a fireman-red, survival-style offshore jacket around the frozen food section of a grocery store wasn't the consolation prize I was expecting.

My Editor-in-Chief, Dan Harding, said he was sending a jacket for me to test—something nice and subtle (classy, even) that I could wear around the boat shows. So, when I finally saw the package from the good people at Gill on my doorstep, I was excited.

What happened next is a blur—partially due to the fact that I might have gone temporarily blind when I opened the box. Inside was a bright red bundle of fabric—surely a protective layer for the stylish new jacket that lay beneath. I lifted it out of the way, certain to find my new jacket, but the box was empty. I looked at the bright-red material in my hands and realized this is it—the OS2 Offshore Jacket (\$375), complete with a highlighter-yellow hood and what looked to be white reflective strips across the shoulders, just in case I didn't already stick out enough in this beauty (admittedly a good thing if I ever found myself overboard).

I tried it on. The fit wasn't too bad, save for the slightly long sleeves and the collar that went past the tip of my nose. I looked in the mirror. Staring back at me was something of a cross between a doomsday prepper and Kenny from *South Park*. But as silly as I felt, I was comfortable and warm.

Looking through the OS2's ads, I read a lot of hype about this jacket. Apparently, 98 percent of its material derives from reclaimed plastic bottles. It's also waterproof with fully taped seams and boasts enhanced breathability and durability. "We'll see about that," I thought

to myself, pondering how to test it.

How do you test an offshore jacket in sunny, 75-degree California? You get creative.

"You want me to shoot you with a hose?" my girlfriend, Lauren, asked, puzzled, as I slipped my red OS2 on over my t-shirt. It was the only way to test the OS2's waterproof claim, I explained. "Can you at least stand by the grass, so I can water the plants?" she asked, halfheartedly agreeing to my plan. I positioned myself, ready to see what Gill's threads were made of. She shot me square in the face. "The jacket!" I shouted as she continued to aim the hose, full blast, at my head. After a good dousing, I unzipped the jacket to see that my plain white tee had remained nearly water-free.

Test number one was a success, but the second round wouldn't be so easy. I had devised a way to put myself through an advanced climate-controlled prison with subzero temperatures with nothing but the OS2 over my shirt and basketball shorts to keep me warm. OK, I just walked through the frozen food section at the grocery store. Normally, standing behind the glass door of an ice cream freezer for a few minutes would be unsafe for any man, but with the OS2 on, I was warm and toasty.

A lot of heads turned as I walked down the aisles. Was it because they liked my jacket, or because they thought there was an emergency evacuation transpiring inside the store? "You look like a fireman," Lauren said, walking alongside me. I took that as a compliment. As we walked back toward my car under the warm sun, I realized something—I wasn't sweating or gasping for air as I continued on in the OS2. It was indeed very breathable. As little as I liked it when I pulled it out of the box, I have to say Gill's OS2 Offshore Jacket has grown on me. □



TOUGH LOVE

"AFTER 23 YEARS IN THE SERVICE, NOTHING SURPRISES ME."
BY LIEUTENANT COMMANDER SHANNON SCAFF, USCG

I first met Shannon Scaff during research for my 2021 book called *The Ocean. The Ultimate Handbook of Nautical Knowledge*. For the "Safety and Survival" chapter, I hoped to ask an experienced Coast Guard rescuer for the experience-based lessons a boater should know. Calling sector Charleston, Scaff happened to be on Public Information Officer duty. "Come on down," he said. Soon, I had the lead essay for the book. What follows is a little tough love from Scaff. Read far more about this lifesaving American badass in the article "So Others May Live" on page 52. —Chris Dixon

I'd love to say there's some rocket science to boating, but the reality is that anytime you get out on the water, it's inherently dangerous. First off, get yourself an inspection at the local Coast Guard auxiliary. It's not required, but it'll give you some peace of mind and the feeling of being a responsible, prudent mariner. Second, make a solid plan and stick to it. Say you're just going out for a day of recreation. Have a plan, voice your plan and have somebody who knows or cares about you know what your plan is. That alone is of tremendous value, because if something bad happens, that's who calls us and puts a rescue in motion.

And by the way, if you're able to, let us know that you're going down before you go down. Just sayin', that would be wonderful. That means communication. If you don't have flares, a sound producing device, a radio, a cellphone, a strobe light and a life jacket, or a life raft—what have you done? You've stacked the deck against yourself. Are you looking to commit suicide? I don't want to overstate it because you're looking at a guy who has pulled a lot of people out of the water dead. And I hate that. I hate it. I did not go through all the training I went through—holding my breath to the point where the entire world is closing up around me, just to come up and have an instructor screaming at me. I did not go through all that to pick your dead ass out of the water.

The simple stuff: The radio. Do you and your passengers know how to use it? We understand as maritime professionals that we're going to get calls from the newest of the new to the saltiest of the salty. We don't get wrapped around the axle about technical stuff. We're more interested in you passing along the information that we need, because time is of the essence. What if you're sinking and your radio may only work for ten more seconds? What would you pass along to us? Location and number of souls.

Here we go:

- *Mayday, Mayday, Mayday* Vessel *Sea Ox* to Coast Guard, come in.
- *Sea Ox*, go ahead.
- Roger Coast Guard, we're taking on water, our position is blah, blah, blah and we have zero-two souls on board. Click. Done.

Back at HQ we're saying, "Oh hell, they're in the water."

So what have you just done? One: You've narrowed our search range from 50 square miles—the transmitting range of your radio—to a single square mile. Two: You've told us how big a rescue we need to launch. Basically, you've taken the *search* out of *search and rescue*.

Today, what do we have at our disposal at every maritime store? A personal locator beacon (PLB). It's a couple hundred bucks, but it sure beats drifting out in the ocean for three days holding onto a cooler. The very first time I pulled somebody out of the water, we got a hit on an EPIRB 70 miles offshore. A very slight signal. No maydays, nothing, but there's a tropical storm overhead. Oh shit, we've got a debris field. There's a life jacket. There goes a cooler, an empty gumby suit—those are always eerie. I see something. Might have been a guy waving. Then it disappears. An hour later, I'm sitting in the doorway. The signal comes again. And there it is, no shit, a guy waving—70 miles offshore, 25- to 30-foot seas. A dude with dreadlocks and nothing but a pair of boxer shorts holding a wooden plank. In his left hand he's holding a friggin' EPIRB. Out the door I go. Why was the signal weak? He didn't have the antenna up.

If you must use a flare, use common sense. Don't blow them off all at once, and please do not shoot them directly at our helicopter. Think about how sensitive our night vision goggles are. You light a flare off? We're gonna see it from a country mile. But any light source, a lighter, a flashlight is gonna show up on our FLIR—the infrared.

Get a good survival whistle, audible to 1,000 yards. It might not do much for us, but it could make a difference when someone is close. It did for Rose in *Titanic*.

Check the weather. The weather can change. You're the captain, that's your responsibility. You take the family on the boat—it's your fault if they end up in the water. So wear your life jackets and don't drink and boat. It's cliché, but this stuff matters. And even if you don't plan on a long trip, what if you break down? It doesn't take long to fill up a cooler—make sure you have enough food, water and sunscreen for the whole day.

The most common stuff I see is people having no regard for, or understanding of, the rules of the road—and being preoccupied with what's happening on your boat instead of the water. It's a good time. You've got your buddies and hotties on the boat. Next thing you know, you're in the water with a bone sticking out of your leg.

I'm not trying to paint everything as doom and gloom. Go out and have a good time. But know the rules of the road, and have a lot of respect for the environment you're in. □

WAYPOINT

ANNA MARIA ISLAND

WHITE-SAND BEACHES, CRYSTAL-BLUE WATERS AND
MAGNIFICENT SUNSETS AWAIT.

BY BOB ARRINGTON / PHOTOS BY DORI ARRINGTON

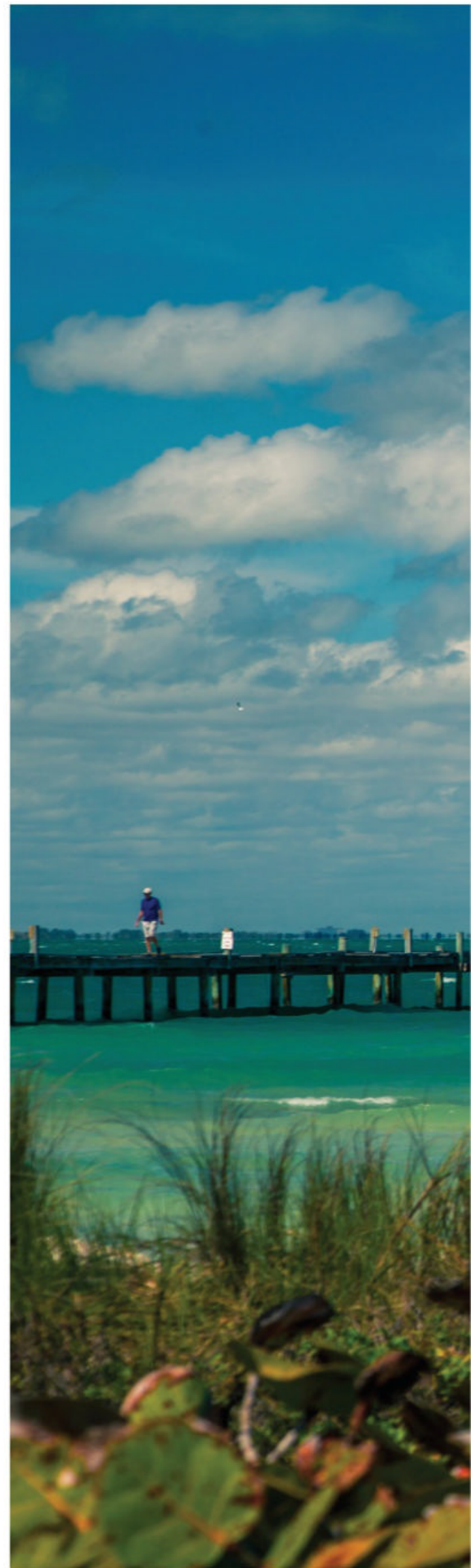


While the barrier islands along Florida's west coast stand steadfast to the wind and waves, they are also vulnerable to the ravages of tropical storms. Hurricane Ian showed us just how fragile these treasured islands are, when it carved a devastating path of destruction through Florida's Southwest Gulf Coast. It is advised that recreational boaters avoid the area most severely hit by the storm to give communities an opportunity to remove debris from the waterways and rebuild. Fortunately the Gulf Coast from Sarasota north was largely spared Ian's wrath and is very much open for business. Boaters can still enjoy this area and all it has to offer.

Cruising along Florida's Gulf Coast gives a boater a scenic view of these islands, most lined with high-rise hotels and condominiums, until you reach a seven-mile-long island just south of Tampa Bay, where the high-rise development suddenly disappears. This is the barrier island of Anna Maria, where locals decided their sand spit of an island was more valuable held together by the roots of sea oats and loblolly pines than asphalt and concrete.

From early on, the developers of Anna Maria wanted to share the paradise they discovered, but they didn't want to pave over the natural beauty that originally attracted them. The successive island's administrations have held true to this, and in doing so, have preserved a treasure of Old Florida. Largely escaping the wrath of Hurricane Ian, Anna Maria is a perfect spot to visit during Florida's temperate winters.

Access to Anna Maria from the Gulf is through Southwest channel, a well marked entrance just south of Tampa Bay's main shipping channel. The channel passes through two popular weekend anchorages, Egmont Key to the north and Passage Key to the south. Passage Key is a designated National Wildlife Refuge, originally established to protect nesting colonies of native seabirds and wading birds. When Refuge status was first conveyed, the Key was a 60-acre mangrove island with a freshwater lake. Today, it has eroded into a low-lying sandbar fluctuating in size. Caution is necessary when passing, as the Key can be completely awash during a high tide.





WAYPOINT



Turning due south once clear of Passage Key, you reach the narrow entrance of Bimini Bay, and the center of boating life on Anna Maria. Nestled amongst mangroves and small islets is the home of Galati Yachts. Tied up in their well protected basin, you will wake to the pleasant chatter of shore birds nesting in trees behind your boat, and you'll only be a short walk from the historic village of Anna Maria.

The northern end of the island is known as Bean Point. It's named after George Bean, the island's first homesteader, and is the heart of island life. Pine Street bisects the northern end from Anna Maria Beach on the Gulf side to the City Pier, extending out into Tampa Bay's cyan waters. Bean and fellow developer Charles Roser built the first city pier well out into the Bay's deep water, allowing steamboats to offload visitors to their new town. Visitors enjoy the pier as much today as they did when the original was built over 100 years ago.

Anna Maria's focus on a simpler life means a stroll down Pine Street qualifies as an evening's entertainment. Art galleries, restaurants and gift shops, all locally owned, cater to visitors and residents alike. Mostly single-family homes line the streets of town, blending in seamlessly with merchants and the few small guest cottages. They've even preserved the old city jail, where scofflaws and the disorderly were once left overnight as mosquito bait, in barred cells with no screens.

Anna Maria has two links to the mainland—one at the island's mid-point in the town of Holmes Beach and the other about two thirds south at Bradenton Beach. Each town is a lit-





tle different from Anna Maria village and has unique vibes of its own, but Old Florida charm is felt in both. The bridge at Bradenton Beach connects Anna Maria to the small fishing village of Cortez, one of the few working commercial fishing communities left in Florida.

Around the same time George and Abbie Bean were moving their family to Anna Maria Island from Maine, several fishing families from Beaufort, North Carolina collectively decided to move south and settle in Cortez. The fishermen heard of the plentiful catches on Florida's Gulf Coast and the ability to fish year-round enticed them to bring their boats and nets to this remote outpost. Direct descendants of the original families can still be found casting their nets here today.

Three museums in the area that tell the story of these early settlements are worth visiting. First is the Anna Maria Historical Society. The museum's main building was originally the island's icehouse. FISH (Florida Institute for Saltwater Heritage), is a non-profit organized to help preserve the heritage of Florida Gulf Coast fishing communities. At the Florida Maritime Museum, you can take classes focused on teaching the skills and heritage crafts of these island communities.

With easy access by road or water, Anna Maria is a worthwhile destination. White-sand beaches, crystal-blue waters and magnificent sunsets await. Add in some of the freshest seafood offered at local waterfront restaurants, and you can experience all of the benefits of an exotic, tropical vacation, while staying close to home. □

Saxdor 320 GTO

A BOAT THAT'S FAST, FUNCTIONAL, FUN AND SAFE.





LOA: 33'8"
Beam: 10'2"
Draft: 3'1"
Displ.: 5,830 lb.
Fuel: 118 gal.
Water: 30 gal.
Cruise Speed: 45 knots
Top Speed: 56 knots
Power: 2/350-hp Mercury Verados

In case you have been living under a rock, Finland is making its name known on the international powerboat scene. The easternmost Scandinavian country has offered a strong inflow of fast, seaworthy boats that many boaters (and especially first-time owners) see as a value play thanks in large part to the dampened labor costs at the Eastern European yards where these boats are primarily built. Into that fray comes Saxdor and its flagship, the Saxdor 320, which was on display at the 2022 Cannes Yachting Festival, about 1,300 miles from the builder's newly expanded, 10,000-square-foot factory in Elk, Poland.

"We want the most modern design and construction possible, and good performance is very important to us too," said Daniel Nyman, a member of the company's board of directors, as he stood in the 320's cockpit. "And of course, we want the most bang for your buck of any builder. We have our hands full of course, for such a young company, but I think we are handling it quite well."

It should be noted, the brains (and dough) behind the brand are not exactly babes in the woods. Sakaria Mattila founded Saxdor and derived the name in part from two other Finnish boat brands he was instrumental in building—Axopar and Aquador. He also founded the other major Finnish player in that space, XO.

The 320 benefits from Mattila's deep experience level in a way that is patently evident when you step aboard. A big part of that experience is high-speed performance, and the twin 350-hp Mercury Verados bolted to the boat's transom help fill the bill there. Saxdor says the boat has a top end of 56 knots.

Fold-out terraces in the cockpit help make a relatively small boat feel much bigger when at anchor and reassuringly solid underfoot, with very little flex and no creaks or groans. There's a dining settee for six with seats upholstered in a rugged, synthetic fabric and which are removable to create extra space. A sink and a three-burner cooktop in the after portion of the boat's console is a stand-in for a galley, while cupholders throughout the space are a nod to Saxdor's eye towards a thirsty American market. A six-speaker Fusion sound system helps further complement the festivities and an optional ski bar rounds out the 320's bona fides as a full-blast sandbar boat—locked and loaded for a good time.

Saxdor hand lays its hulls with vinylester resin for extra strength. A twin stepped de-



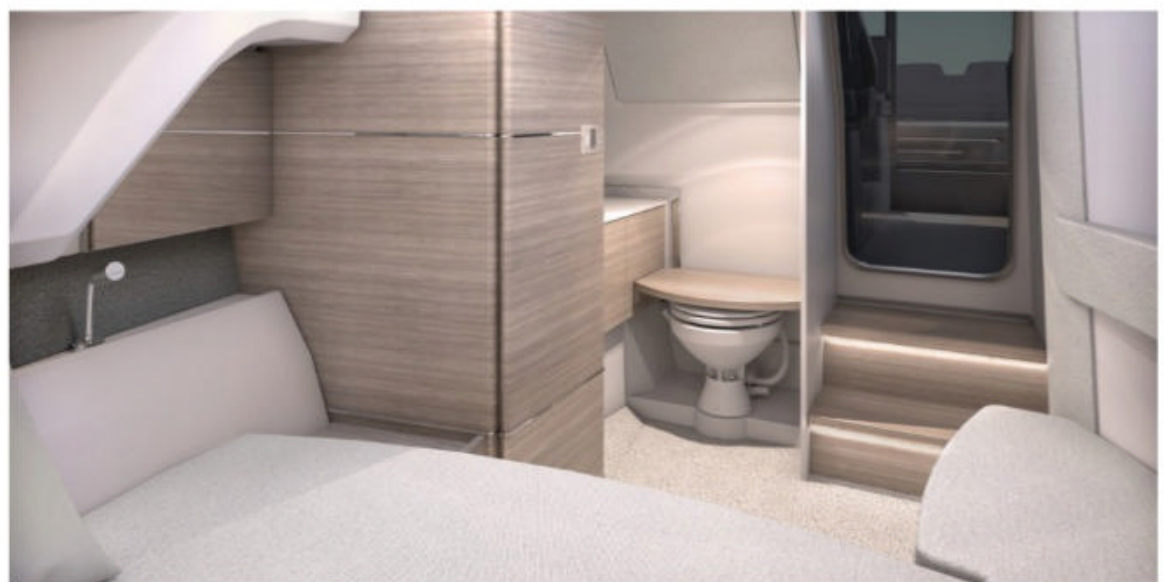
sign on the hull bottom is said to offer a soft reentry off the tops of wave crests while also providing a vice-like grip on the water's surface during turns. At the helm, a small wheel was accompanied by twin 12-inch Simrad screens, standard trim tab controls, and the requisite sightlines you'd expect to find in a small, open boat like this.

Moving forward there are multiple handrails—a welcome trait common to many Scandinavian designs, where the emphasis is nearly always on function over form. A flat, grippy, and exceedingly workable foredeck should make docking and line-handling duties an easy chore, while an all but cavernous,



3-foot-deep anchor locker beneath the sole houses the hook.

What you get with the Saxdor 320 is a boat that's fast and functional, fun but also safe. She bears a lot of features in her smallish footprint and will work well as a tender or dayboat. And one final trend the builder has hopped on is an important one: Like seemingly everyone else these days, Saxdor has partnered with MarineMax, so sales and service for the brand should be both widespread and top notch. If the number of comparable European builds plying American waterways is any indicator, expect to see loads of Saxdors in the very near future. —*Kevin Koenig*







NEW BOATS

Ocean Alexander 28E

WHILE TIED AS THE SMALLEST BOAT OCEAN ALEXANDER BUILDS, THE NEW 28E FEELS LIKE A MUCH LARGER VESSEL.

A coastal cruiser with passagemaking capabilities, the new Ocean Alexander 28E is capable of both bluewater cruising and island-hopping in total comfort.

Based on a semi-displacement hull design by Giuseppe Arrabito, and with overall design by Evan K. Marshall, the 28E provides immense volume with top-tier amenities, despite being one of the builder's two smallest models.

The 28E shares the same running profile hull as the popular 27R, but there are several differences between the two models. Notably, the 28E features a full-beam, on-deck master suite, something that, while certainly not unique to Ocean Alexander, is the boat's *piece de resistance*. The 27R also has a typical stern and high/low swim platform, while the 28E has a supersize swim platform and a fold-down bulwark.

My first impression when I stepped into the master stateroom at the Sanctuary Cove International Boat Show in Australia was that I wanted to stay here and watch the night sky through the massive clear roof panel. To port in this stateroom is a lavish en-suite with heated marble floor, electric popup mirror, shower stall, double vanity bowls, and his/hers walk-in wardrobe.

Belowdecks, the accommodation area is impressive, with a four- or five-cabin layout option, something rarely seen in a boat of this size. Hull number 1 features a four-guest cabin configuration with the optional fifth cabin turned into a gym and laundry. The forward VIP stateroom has an island berth and walk-in wardrobe, and the three (or four) guest cabins are arranged on either side of the central companionway. Aft of the engine room is the crew quarters with private access.

A key space on this yacht is the 18-foot, 9-inch-wide flybridge, which can be configured as a fully enclosed skylounge or as what Ocean Alexander refers to as the New Generation Pilothouse. The pilothouse enclosure is shorter than the skylounge by about 50 percent to maximize outdoor deck space and make space for a larger tender and a crane.

NEW BOATS



At the upper helm are Garmin electronics with triple 27-inch Hatteland touch screens and Octoplex control systems. To starboard is a large wet bar, one of a number on board.

On the main deck, an electric door divides the cockpit and salon. There is another bar and wet locker in the cockpit, as well as tailing winches on either side and a transparent glass transom. Across the internal transom is a live bait tank, access to the crew area and a sink unit. To port is an ocean crane to bring the jetskis and tenders aboard. There is a high/low platform that drops 6.5 feet, as well as fold-down bulwarks on the starboard side.

When you step into the lounge, the floor-to-ceiling panoramic windows are perhaps the most striking feature. Loose Italian furniture allows you to interchange your seating layout. Forward is a ten-seat formal dining table, with the well-equipped galley concealed behind the paneling in the forward bulkhead. (Owners can also opt for a large opening in the bulkhead.) Forward is the day head, with side-door access to the starboard bulwark and the stairs to the accommodation area below.

In a short, confused sea off the Gold Coast, the OA 28E was a pleasure to drive. Zero-





speed fin stabilizers help maintain a level hull attitude, even in the most acute turns. I was impressed with the acceleration from zero to a maximum of 2300 rpm, which saw a peak speed of 20 knots. However, this is not the sort of boat you would generally run flat out, where your range is 320 nm and fuel consumption is 8.2 gallons per nm. There is only one choice of power, twin 1,650-hp MAN V12s, connected to conventional shafts that run into semi tunnels. Cruising at 80% load at 2000 rpm, the OA 28E returns a speed just shy of 16 knots and a fuel burn of 108.3 gph for a range of 390 nm. Drop that back to 8 knots, and you can expect a massive range increase to around 1700 nm. At the helm, I recorded a very pleasant 66 dBA.

Ocean Alexander has undoubtedly created another innovative, exquisitely finished yacht with performance and handling on the water to match. Their keen attention to detail extends throughout every aspect of the build, from the clean engine room to the full painted finish. Hull number 1 proved a star attraction when it debuted at SCIBS, and six more are currently scheduled to follow.

—Barry Thompson

Grand Banks Eastbay 60

THE NEWCOMER TO THE RANGE HELPS REDEFINE THE EASTBAY BRAND WITHIN THE GB MARINE GROUP.



Early last summer, I helped an old pal deliver a classic 1980s-era Grand Banks 42 several hundred miles up the ICW. Modeled after the proven heavy-displacement trawlers the company had been churning out since the early 1960s—the North Sea profile, molded-in lapstrake hull, rugged twin diesels, top speeds of 8 to 10 knots—it was a stately ride that was neither quick nor flashy, but got the job done. I'd admittedly lost track of how Grand Banks had evolved over the intervening years until boarding their spanking new Eastbay 60 last September at the Newport boat show. One thing was immediately obvious: This sure as heck isn't your old man's (or my buddy's) Grand Banks.

A brief history lesson was required. Grand Banks launched the Eastbay line in 1993 with their Eastbay 38, an express cruiser with a more contemporary profile borrowed from Down East workboats. A series of models, up to 58 feet, eventually followed. But the major change in the company's fortunes occurred in 2014, when Grand Banks acquired Australian-based Palm Beach Motor Yachts—a brand named after a famous beach north of Sydney and founded, owned and designed by a legendary Aussie sailor and ocean racer, Mark Richards. Recently, the GB Marine Group announced their decision to have Grand Banks, Palm Beach and Eastbay stand as three independent model lines under their corporate umbrella. It's a move that speaks to the fact that the Eastbay line should see significant investment in the years ahead.



LOA: 68'1"
Beam: 19'
Draft: 3'9"
Displ.: 59,500 lbs
Fuel: 1,519 gal.
Water: 300 gal.
Power: 2/900-hp Volvo Penta IPS 1200s; 2/725-hp Volvo Penta IPS 950s
Cruise speed: 25 knots
Top speed: 30 knots
Base Price: \$4.1 million





Richards is a visionary who has seamlessly merged (and expanded) the two firms, which now share manufacturing facilities in Malaysia. Indeed, the Eastbay 60's deep-V planing hull is identical to that employed on the sporty Palm Beach 65 and the formidable Grand Banks 60. The latter is an extremely updated version of the old tried-and-true concept (though the molded lapstrake topsides remain) that will sip fuel and coast all day at 10 knots, but is also capable of a "high cruise speed" of 22 knots. (That would've been an extremely welcome option on our ICW delivery.)

The flagship of the Eastbay range, which currently includes a 44-foot sister ship, the 60, is another matter altogether—a cruiser that will record steady progress at 26 knots and top out at 32 knots when it's time to get home with dispatch.

"The Eastbay 60 is basically carrying on that heritage that we started back with the 38 but adding a lot of the new technology that we have in our latest Grand Banks and Palm Beach boats—so we're reinvigorating everything across the board," said Stephen Fithian, a company consultant who showed me around at the Newport show.

Those technical advancements include carbon-fiber decks and deck house, resin-infused composite layups and a form of modular construction for the belowdeck accommodations, where all the various interior components and furniture are produced on a separate production line, and then incorporated into and bonded with the hull.

Fithian also emphasized the benefits of that deep-V platform: "Un-



like the old Grand Banks trawlers, we don't need weight to drive it, we want to lose weight. Our older boats needed that displacement to make them perform well. It's a different thing here."

The model I inspected, hull number one, is powered by robust pod-drive Volvo Penta IPS 1200s, and the smaller IPS 950s are also available. However, if you prefer a traditional shaft-drive propulsion option, you can choose that instead. In fact, with the Eastbay 60 being a semi-custom yacht, when it comes to options and layouts, it basically starts with a blank sheet of paper and choices to be made: the galley arrangements (up in the salon or dashed down below), number of staterooms and heads, floor plan and so on can all be customized to a particular owner's requirements.

The owner of that first Eastbay 60 certainly made some excellent decisions. The staterooms are sumptuous. The retractable sunroof in the salon is something I'd like to see on more motoryachts, as it brings fresh air and natural light to the well-appointed helm. Appropriating a neat idea from cruising multihulls—the sliding glass window that connects the aft-positioned galley with the comfy cockpit—is particularly well executed. The teak decks and substantial aft boarding/swim platform are nice touches. This is one of those lovely cruisers that, once you step on, you won't be in any hurry to step off.

I'm making a point of telling my GB 42-owning friend about the Eastbay 60, just in case he hasn't heard. I think we'd both enjoy a substantial upgrade on our next spin up the ICW. —*Herb McCormick*



SECRET FORMULA



KNOWN FOR ITS CRUISERS AND CROSSOVERS, FORMULA'S 387 CCF, MARKS THE COMPANY'S RETURN TO THE CENTER CONSOLE MARKET. IT'S SET TO MAKE A BIG SPLASH. BY CHARLIE LEVINE



Writing about boats and fish for a living is an amazing gig. Like any job, it has some less glorious moments, but I've always felt that I have one of the best jobs in the world. That is until I stepped aboard Formula's first center console since the 1980s and met Abe Haines, the company's product specialist who had a heavy hand in designing the 387 CCF.

Haines is from Indiana, where Formula builds its boats. Indiana is not exactly known for saltwater fishing, but you wouldn't know that by looking at the 387. The boat is stacked with fishing features and laid out with an emphasis on deck space to battle gamefish. This center console does not look like it was conceived in the Midwest.

"Do you do a lot of saltwater fishing?" I asked Haines.

"I do now!" he said.

Turns out Haines and his colleagues have been on a multi-year fishing crash course. When Formula decided to re-enter the center console market, the company sent Haines and some other product development folks on a fishing tour across the country. They went to Louisiana, the Florida Keys, the Carolinas and up the East Coast as far north as Cape Cod. On each trip they learned about a different style of fishing and how anglers in each region use their boats. The time spent fishing around the country wasn't just fun, it played a big role in the layout and fishability of the 387, and it speaks to Formula's approach to boatbuilding.

"We had a factory in Miami for many years," says Formula President Scott Porter, who operated the Miami plant from 1981 to '86. "I did a lot of fishing down there, but we knew things had changed and felt it would be a great experience for our team to get out and learn what they could."

Offshore fishing is a gear-driven endeavor. You might be trolling lures along the edge of the continental shelf one day and carrying hundreds of live baits the next. You don't just take a couple of fishing rods when you go offshore, you carry a full armada of light rigs on up to heavy outfits and full range of spinning rods. A fishing boat must have a spot for all this gear but more importantly, it must also be quick and stable. It's a tall, challenging order but one that Formula executed well.

To make sure they designed a boat with enough room for anglers to move about the deck without bumping into each other, the Formula team built a plywood mockup to scale, complete with hardtop and outriggers, on the floor of their prototype shop. The hardtop on the 387 is massive, which provides shade and protection but can be a problem when fishing. If it's too long aft, the tips of the rods will bump into it all day. To combat such issues, the Formula design team, including Porter, spent hours in the plywood boat, making adjustments and noting where to put things like cup holders and phone chargers.

"That is what we do for every project," Porter said. "We want to make sure everything is correct when the boat's complete."

To get a sense of how the 387 CCF fishes, we planned to spend half a day fishing off Miami. We were greeted by 3- to 4-footers and a

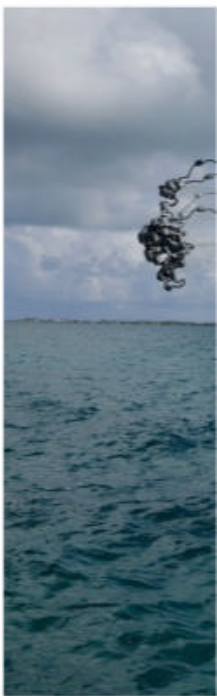




LOA: 41'2"
Beam: 12'
Draft: 3'10"
Fuel: 500 gal.
Water: 55 gal.
Displ.: 23,500 lbs.
Power: 3/450-hp Mercury outboards
Base Price: \$1.4 million

RPM	Knots	GPH	Range
1000	5	5.2	528
2000	8.7	15	283
3000	11	37	164
4000	27	50	285
5000	39	74	295
6300	53	126	221
Seas: 1-2 feet Fuel: ¾ full			

Abe Haines (left) and the author with a pair of blackbelly rosefish caught on the bottom in 800 feet. The Formula 387 CCF is well equipped for all facets of offshore fishing.





stiff north wind as we powered up and blasted off through the notorious Haulover Inlet. There was no bow-stuffing for the YouTubers filming on the breakwater, we just waved as we motored past.

The 387 weighs more than 23,000 pounds loaded, which is heavier than many center consoles of this size. To me, that additional weight is not a bad thing, it helps the twin-stepped hull cut down the chop and land softly. We comfortably cruised at 35 knots with the triple 450-hp Mercury Racing outboards running at roughly 75 percent load. We didn't even get a drop of spray on the windshield but that's because we had the windshield up on the run out the inlet. Yes, the windshield opens with the push of a button to give you a nice breeze when idling through no-wake zones, but once we got up to speed, we shut it so we could comfortably have a conversation. The air-conditioning vents on the helm kept us comfortable, minus the breeze.

Center consoles are popular with anglers because you can fish from anywhere on the boat. The cockpit, however, is ground zero. This is where baits get rigged, rods get deployed, fish get gaffed and live bait swim in tanks. You need room to do these tasks without stepping on each other. The 387 has plenty of room and one of the smartest mezzanine/tackle centers I've seen on a boat of this size.

Formula is great at using every inch of the boat in smart, functional ways and the tackle center on the 387 CCF is a perfect example. When you're out fishing, the aft-facing tackle center has drawers, tray storage and a countertop for rigging with a small sink. Flip the sink lid upside down and you'll find a cutting board that fits right on top of a bit of decking material the company placed for ascending a ladder up through a hatch in the hard top. When you're done rigging, a cushion slides over the countertop for some mezzanine seating. There are even AC vents that blow on the small of your back when sitting there. To climb onto the mezzanine, you simply push a button that releases a massive cooler to use as a step or footrest. Formula managed to design this area for three uses: seating, tackle rigging and entertaining.

Once offshore we found some scattered weedlines, which mahimahi love to cruise under, and decided to drop down the Gemlux carbon fiber outriggers and troll some lures. Formula has forged a strong working relationship with the Gemlux team, which is based in Jacksonville. The company manufactures a long list of stainless boat hardware and fishing accessories. They also do a ton of fishing and helped educate the Midwesterners on the wants and needs of tournament anglers. One such smart idea that jumped right out at me was the use of fender clips on the outrigger halyards. These quick-connect clips are used to drop fenders into place on the gunwale. Formula added a clip to the halyards, so it only takes about five seconds to move them from the hardtop when the outriggers are stowed while underway to the gunwales when they are deployed.

The 387 trolled well with a clean propwash that won't muffle lure action, but the mahi weren't around. The north/northeast wind had broken up the weedlines and scattered the fish, though we did spook showers of flying fish as we bumped along at 7 knots. We reeled in the lures and decided to make a move south to a spot Haines had marked in 800 feet of water to do a little deep dropping.

The 387's cockpit has two lighted, pressurized livewells in the transom, one of which we had filled with live pilchards. There's also plenty of deck space around the triple 450-hp Mercury Racing outboards, thanks to wings that extend aft on either side of the engines. This extra decking makes boarding much easier and can come in handy if you need to check a prop. There's lots of seating with a full-beam aft bench that folds away to keep the area unfettered when fishing.

When we got to our location, Haines placed an electric reel in a port rodholder to drop some baits to the bottom. Offshore crews use these 12-volt Lindgren-Pitman electric reels when kite fishing, pulling dredges and deep-dropping for swords and other critters. Formula has pre-rigged

each side of the boat with electric reel plug ins. We loaded a five-hook chicken rig with squid chunks and dropped it down to the bottom hoping for some blackbelly rosefish. These large-eyed bottom dwellers fry up incredibly well and their colors would make Monet blush.

We deployed three live baits on light spinning rods from the bow while waiting for a deep bite (which did not take long). The boat stayed on our mark with little effort thanks to the north wind pushing against the current. And with the Seakeeper 3 gyro doing its thing belowdeck, the boat didn't roll much more than it would at the dock. We made four successful drops and put a dozen or so roseys in the insulated fish box.

With bottom fishing and trolling checked off my to-do list, we decided to run back toward Miami and grab lunch at Whiskey Joes on Virginia Key. That's the beauty of fishing in South Florida, civilization is never far away, especially when you have 1,350 ponies pushing you around. We passed several boats as we ran through Government Cut and made our way to the marina at the restaurant. The 387 is the first boat I've been on with a bow thruster integrated into the joystick outboard control system. By using the bow thruster and motors at the same time, the boat spins on a much tighter axis. Docking was absolutely effortless.

Once at the dock I took a minute to step into the cabin through the portside entry. This cabin is roomier than you'd expect on a center console and with an small skylight and side windows, there's plenty of natural light coming in, so you don't feel like you're in an elevator. A separate wet head has standing room and a shower. But what I loved most about this space was the hidden drawer Formula created to stow the V berth's filler cushions. These cushions always get tossed around when not in use and Formula managed to solve the issue by creating a drawer that locks in place by two fold-down storage areas. You'd never know the drawer was there.

After lunch, it was my turn to take the helm. Sliding into the center helm chair I soaked in all the classy touches on the dash. Formula used a mix of black materials and teak accents to create a yacht-like command center dominated by three 16-inch Garmin touchscreens. The visibility at the center helm chair is unobstructed, even for shorter guys like myself.

As we approached the calm, open waters of Biscayne Bay I pushed the throttles down to see how the Formula responded with the Mercury outboards. It nearly blew my hat off. The boat accelerates like a muscle car and holds tight in a turn. At wide open we managed 53 knots without touching the trim.

We blew past Stiltsville and I started to make the turn north toward Haulover when we were met with a headwind and chop. I eased up on the throttles. I'm a conservative helmsman when running someone else's boat, especially one that's valued north of \$1.5 million. I found a comfortable cruising speed of 27 knots at 4000 rpm, but I got the feeling that the Formula boys wanted me to push the center console a bit more because they knew the boat could handle it. Honestly, I wasn't in any rush for the day to end.

Formula builds its boats with a structural grid similar to that of an aircraft and all the parts are chemically bonded together and filled with foam. The finished product is a single, solid piece. There is no creaking, vibration or shuddering whatsoever. "This is the most solid boat we've ever built," Haines said.

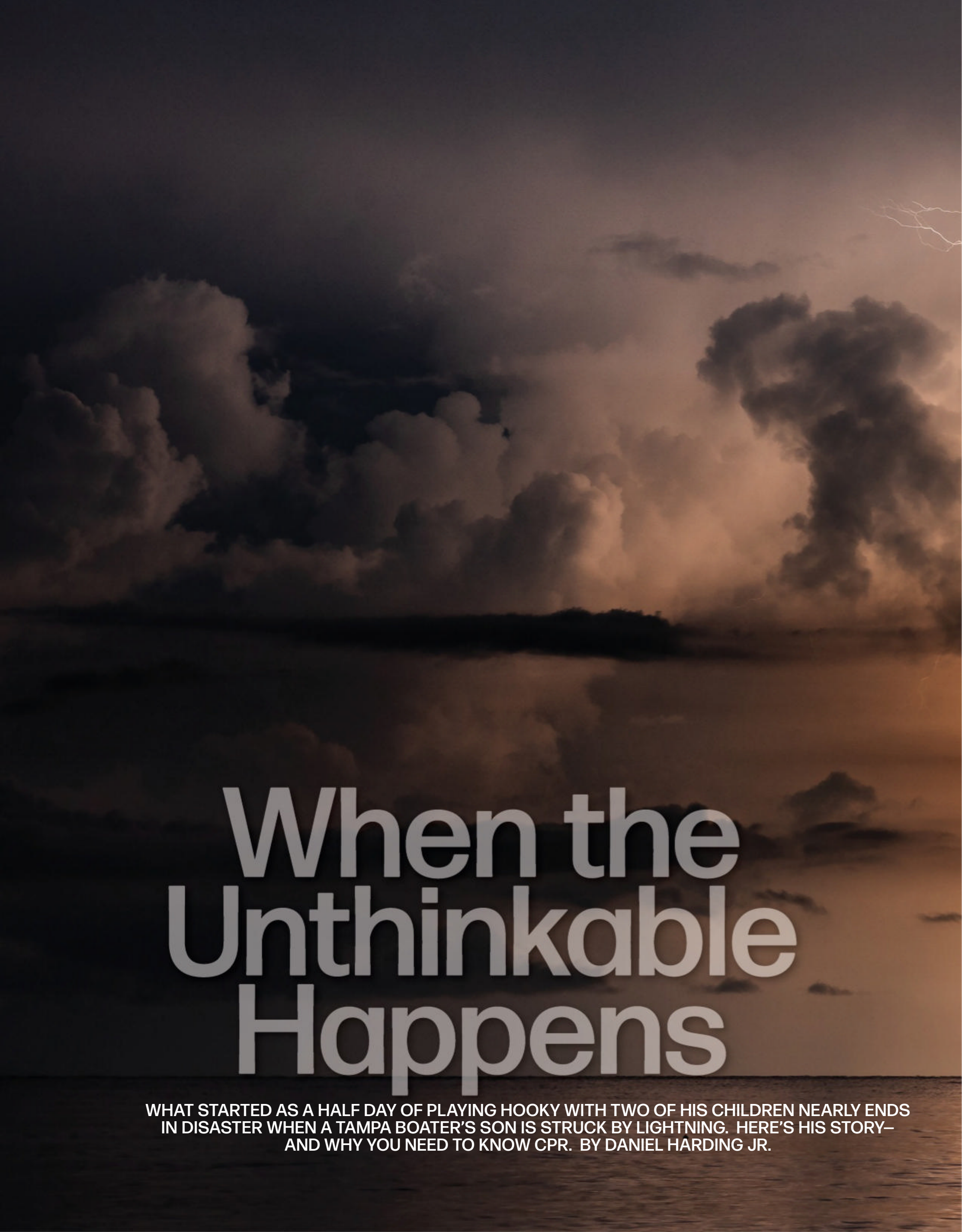
The 387 CCF is the first center console Formula splashed and a sport model followed quick on its heels. That model switches out the livewells for more seating and includes a hi-low table in the bow, but with Formula's flex program, each owner can pick and choose whatever options they want. After all, everyone uses their boats a bit differently and Formula understands that. The company does its homework, and it shows. □



The helm of the 387 CCF provides clear sightlines and the latest in technology. The windshield opens up for a cool breeze in no-wake zones and the bow thruster is integrated into the joystick control for stress-free docking.



The mezzanine plays three roles: An aft-facing seat for two, a bait rigging station and an entertainment area complete with a massive retractable cooler (which also functions as a step).



When the Unthinkable Happens

WHAT STARTED AS A HALF DAY OF PLAYING HOOKY WITH TWO OF HIS CHILDREN NEARLY ENDS
IN DISASTER WHEN A TAMPA BOATER'S SON IS STRUCK BY LIGHTNING. HERE'S HIS STORY—
AND WHY YOU NEED TO KNOW CPR. BY DANIEL HARDING JR.



It's any parent's worst nightmare. Derek Stock, a prudent boater out of Tampa was enjoying a fun-filled day on the water with his wife and two of his children when disaster struck just a hundred feet from the boat ramp; his 11-year-old son was struck by lightning. Thanks to lifesaving CPR training. He was able to save his son, and his mission now is to help other boaters avoid tragedy.

POWER & MOTORYACHT: If you don't mind, can you walk us through that day? How did it start out?

DEREK STOCK: Yeah, sure. So I have a small flats boat; Tampa is very shallow. We fixed it up over two years, put a brand new Suzuki on it. It's great for fishing. It's kind of just easy to scoot around and get out on the water. I have four children. Maya's 15, Toby's 12, Levi, the one who was struck is 11 and then Ivy is 9. And that week my two oldest were off at summer camp. So we thought, "hey, I got this opportunity to take half a day. It's a beautiful day, let's go out in the boat."

This was Thursday June 30th; we left with the intent of doing some inshore fishing in the mangroves, try to catch some fish and then maybe do a little bit of swimming. So that's what we did—took a half a day at work. So around 1:00 p.m.—Tampa Bay can be choppy most of the time and it was actually one of the more glassy days on the bay that I've seen in a while. Unbeknownst to me, an hour later, my son's gonna get struck by lightning.

There's a common little island in Tampa Bay called Beer Can Island. It's just a cool place to kind of pull up and swim. I'm probably one of the more proactive, safety conscious boaters. Safety is always my priority. So I'm looking east towards Florida. And then I see the dark clouds forming, but there are no strikes yet. And the wind was actually in our favor. The wind was going west to east, even though the clouds were out there, I've been out there before where, even though the clouds are going west to east, the development of the storm actually develops east to west faster than the wind can push it away.

So I was familiar with that in my mind. There were maybe 15 boats on that beach on a Thursday hanging out, having fun. And I feel like I was the first or second one to leave. And right about that time we started motoring I started seeing striking off in the distance and I'm thinking, oh, I need to get out of open water and get into the river. We got close to the ramp, so I was at idle speed at that point. My son's standing on the deck with the line, getting ready to dock so I can go get the trailer and we can get out of there. And another boat was leaving at that time.

I'm sitting back on this cushion—picture, a little center console with a cushion in the back and then a cooler in front of that center console that my daughter was sitting on. My wife was sitting on the cooler kind of cleaning everything up. So the other interesting thing that all the media didn't know is, we got calls from New York and The Weather Channel interviewed us and they're picturing this torrential downpour of a storm and clouds everywhere. In reality, it was broad daylight and sunny. And there was another boat, a little



Levi's story has a happy ending thanks to his dad's quick thinking and CPR training, proving that the best first responder is yourself.

Pathfinder that was leaving. And I remember thinking, why are these goofballs going out in this? And right about that time, praise God that I was looking, but I saw the strike go through my son.

PMY: I have a knot in my stomach waiting for this part of the story.

DS: Yeah, it's the hardest part of the story. It's a brackish river. It's real dark. It's turbid. It's not a clean river. He went over the starboard side. And like I said, it looked like an ultimate fight knockout or a boxing match. His chin went down and he went straight like a pencil. I didn't think I was gonna get to him. He's a skinny little kid and he started disappearing on me quick. I was able to catch him though and get his head above water. And the guys that I thought were crazy, I'm thankful they were in the area. The motor died when my son was struck, so my wife and my youngest daughter, they were floating away from us. They were fine, but they were floating away from me and him.

And then that other boat came back around. I'm screaming to them. And so they came back and got Levi up into the boat. And then I got up in the boat and I just started chest compressions right away. I've been trained in CPR as part of the electric company that I work for. So I had to do it every year. So it was fresh in my mind and I just started right away.

He wasn't moving. He was in his swimsuit with his shirt off so I could see nothing was moving. His eyes were rolled back and it felt

like an eternity. But from the time that I got up in that other boat is when my wife called 911. The Hillsborough County Sheriffs showed up in four minutes. So I mean, again, it felt like an eternity and as I was doing compressions, his eyes rolled back. He wasn't responding. And there's a point where I was thinking, "I'm pushing on my dead son" but I just kept going, praying through the compressions. The Sheriffs put an AED on him. He put the pads on and it says, "Standby." And it says, "Pulse not detected, standby." So he was going in and out of having a pulse being detected. The ambulance showed up and he still didn't have a pulse or wasn't breathing. And the ambulance took him to Tampa General Hospital. It's a very good hospital in Tampa, very popular.

So they took him away but I never saw him breathing. We weren't allowed to—neither one of us were allowed to go in the ambulance. I don't know if it was because of Covid or what.

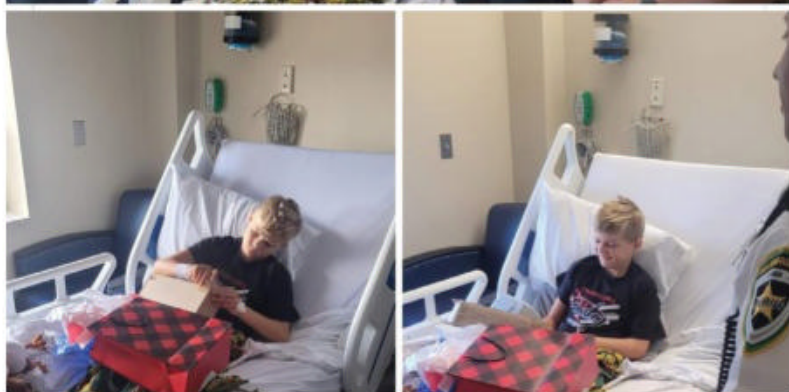
When we got there, two chaplains show up and two sheriffs and it was like, *sir, we need to find a private room*. And I'm trying to read faces—and I'm like, "you fixing to tell me he's dead? Are you trying to tell me he is dead? Is a doctor coming down?" It was like 45 minutes before I knew if he was dead or alive. So I learned that basically when you get a strike, the doctors say your whole body reboots; he was alive but screaming. He was screaming, but he wasn't talking. He didn't have any conversation. He wasn't responsive. But the kid was screaming. So I'm like, OK, praise God, he is alive. But what is the new normal? I mean, is there neurological damage? I'm texting everybody:



Hillsborough County Sheriff's Office •
Follow

Jul 4 •

It is indeed a **happy** 4th of July 🇺🇸 for the young victim who was struck by lightning last week in Riverview.... See more



Derek's story is gripping in any format but his complete, unedited and unvarnished telling of this almost-tragic day has to be heard to be fully appreciated. Scan this QR code to be taken directly to our podcast episode and share this cautionary tale with your boating friends and family.



Just please pray for my son.

At 2:00 a.m. he said two words, he said *it hurts*. So at that point it's like, OK, he's responding. The following day the doctors came back. They did a scan of his brain and the scan of his full body. And again, praise God, there was nothing. And I broke down when they said they expect a full recovery. The crazy part was that it struck him, out of all the sailboats and masts around us. But the other part is that it entered his tailbone and then exited his left foot.

I think it went to the water or grounded in the water because it blew a two-inch patch off the gelcoat right off the bow. The crazy part is his strike went through him and flashed up his back so his hair was melted and the back of his neck skin was basically, like, peeling. He was in the hospital for five days. He actually went home on Independence Day, July 4th.

That last day the Hillsborough County Sheriff's showed up and gave him a toy Thor hammer. When the officers showed up, I was thinking we have to fill out another report, but they were just visiting. I gave 'em a big bear hug and just thanked them for everything they did.

PMY: Did the doctors ever say what role your chest compressions had on saving his life?

DS: He said nine out of ten people survive strikes. And I was like,

what? And he's like, yeah, it's the response after that makes all the difference. So that was kind of hard to soak in. And right around that time, there was a resident doctor in the hospital and he said, yeah, typically we see seven or eight strike victims a year. And I was like, wow, that's a lot. But I'm thinking Tampa's 10 million people, I guess that's understandable. But he said they had somebody that was struck and that people stood there for 15 minutes waiting for the EMT to show up and the person passed away because there was no blood flow to the brain.

So my message is even if you don't get CPR certified, go on YouTube. See how it's done. Talking with the doctors—they're always changing the breaths. But the doctors are like, if you do anything, if you just do compressions, you'll keep that blood circulation going and not have neurological damage.

I sometimes think, what if I was looking at different direction? What if I wouldn't have reached him in the water? But the big one is what if I didn't know how to do CPR? You know, what if I'm standing there? Cause I could tell when the guys in the other boat that pulled us up, they had no clue what to do. They were freaked. I could tell—their eyeballs, they were just glassing over. And obviously you're gonna do whatever you can to keep your son alive. And I pray that nobody ever has to do CPR on their own child, but it kept him alive and I'd hate for anybody to not be equipped. And it's just been in my heart to share it as much as I can. □



TIMELESS

A CRUISE IN AN ANCIENT CITY ABOARD THE NUMARINE 22XP PROVES THIS YACHT
IS EQUALLY AT EASE ON PLEASURE CRUISES OR BLUEWATER VOYAGES.
BY KEVIN KOENIG



Spring in Istanbul casts a spell. Before the tourists and heat fall upon the city's medieval alleyways and pinpoint minarets like a down blanket in July, Constantinople sings. People sleep with the windows flung open, tables at sidewalk cafes are easy to come by, and even the notorious Istanbul traffic lets up ever so slightly. One truly gets to appreciate the cacophony of cultures that overlay to form a symphony at this ancient crossroads unlike anywhere else. And it's even more enchanting by boat.

As I lazed on a settee on the foredeck lounge of the Turkish-built Numarine 22XP this past May, while we chugged toward lunch at 8 knots, I stuck my nose into the breeze and deemed the weather to be absolutely perfect. A plump sun hung overhead like a ripe orange bending its branch, heating the gentle breezes that ghosted across the quicksilver surface of the Sea of Marmara. My skin tingled, warmed and cooled all at once, the way it feels when you step inside an ice-cream store on a warm summer day. In that moment, I heard splashing at the bow. I walked forward with a hand on the guardrail that lines the yacht's thick, thigh-high bulwarks and knelt on the forepeak lounge to look overboard. A trio of dolphins sluiced the water ahead of us, jumping and diving just beyond the reach of the 22XP's wave-piercing bulb. They'd escort us all the way to Seref, a resort island that's a madhouse in the summertime, but sat empty and serene ahead of us, its lounge chairs vacant, its seaside bars fully stocked but empty.

I, along with Numarine CEO Omer Malaz and some other guests, stepped off the yacht's hydraulic swim platform and made our way down the floating dock and up a set of rickety wooden stairs to a table set with a feast. Icy bottles of crisp Sancerre gleamed next to a bright menagerie of antipasti juxtaposed against a white tablecloth. On a rolling cart next to it sat a school of whole fishes: blue-gray sea bass, silvery branzino, and a hulking, pink, doormat of flesh that looked like halibut, its pale belly dotted with fishhook-like appendages. It was quite a sight. The fish were soon filleted, and conversation bubbled up and rolled. Becoming immersed, I lost track of what was being served, and then I looked down on a plate in front of me and there was a massive, glistening fish tail just lying there. Suffice to say, the Turks do things their own way.

Take for example, the 22XP. Like its sister ship, the slightly larger 26XP, the 22 has a highly unusual design trait. That is, the same boat above the waterline can have a completely different hull below. The model comes in both full-displacement and semi-displacement iterations. The former has twin 425-horsepower Cummins engines that burn just 8 gallons per hour at a cruise speed of 8 knots for a 1,500-nautical-mile range. The latter has burly twin 1,200-horsepower MAN 1200s that offer an 18-knot cruise speed and a 20-knot top end. No matter the engine choice, the boat was designed with easy maintenance in mind. My test boat offered excellent 360-degree access to the engines and gensets, as well as ample headroom for my 6-foot frame, and a pristine white gelcoat sole excellent for spotting spills.

Each version has a place in Malaz's heart. "I drive fast cars and I have a 94-mph tender. I love speed and I understand why some customers might prefer this model in the fast version," he says. "But I'm a true believer in slow boats as well. They are better for the environment, they're quieter, it almost feels like a sailboat. But my 26 has the smallest engines available, and it has solar panels that produce 37 kW a day to subsidize the generator. It really is the yin and the yang, with boats, for me."

Although achieving challenging goals often requires imbalance, one area where Malaz refused to compromise was in sound attenuation. "When I boat, I'm with my family, and my daughters are older now and overseas much of the time," he says, "so when I am with them, I want to be able to hear what they are saying." To that end, at no point when I ran the 22XP through her RPM range did the sounds levels breach 65-dBa, which, as any close reader of this publication knows, is the level

Designed to function as a slow, or fast cruiser, the 22XP can be ordered with either a displacement or planing hull.

LOA: 74'2"
Beam: 21'6"
Draft: 6'0"
Displ.: 119,300 lbs.
Fuel: 1,585 gal.
Water: 290 gal.
Power: 2/425-hp Cummins, 2/1,200-hp Man
Base Price: \$4.3 million

RPM	KNOTS	GPH.	RANGE
600	2.5	.68	5,827
1000	4.5	1.5	4,755
1400	6.4	4.3	2,359
1800	8.1	8.3	1,546
2200	9.7	14.7	1,045
2600	11.2	23.2	765
3030	12.6	42.2	473





of normal conversation. This quiet is thanks to extra sound-insulation installed during the construction process.

The 22XP starts at a base price just shy of \$4.3 million, which is on the low end for its size. This is by design. Malaz believes that soon it will be difficult to build boats in the traditional European yacht-producing countries because of rising wages. “I think the world will soon turn to places like Turkey, Poland and the Middle East for boatbuilding,” he says. “In Turkey we have hardworking people and skilled laborers, but our wages are one-third what they are in the rest of Europe,” he says. Those cost savings are then transferred to the customer. With more than 70-percent of Numarines being exported to Europe and America, Malaz believes that his company has proven itself capable of competing with any builder anywhere in the world in terms of quality, and certainly in terms of price. Turkish boatbuilding seems to be entering into exciting times and it will be interesting to see how it progresses in

the near future, with Numarine an able flag-bearer.

Regardless of the hull choice, the 22XP has plenty of truly enviable onboard features. One of my favorites was the layout on the accommodations level. The yacht comes in a three- or four-stateroom setup, but importantly, each configuration has an amidships master, and another massive forepeak VIP that could actually function as a second master. In fact, when I stepped foot inside the VIP, I thought it was the master stateroom and wondered aloud what Numarine did with the space at amidships.

On the main deck, near sole-to-ceiling windows provided unfettered views of the awe-inducing Istanbul skyline on our cruise, with its sprawling castles and bustling mosques, all reverberating with the eerily beautiful sounds of a mid-day call to prayer.

The main deck had another feature nearly as exotic as the locale of our cruise—a galley on a European-built boat that’s actually large

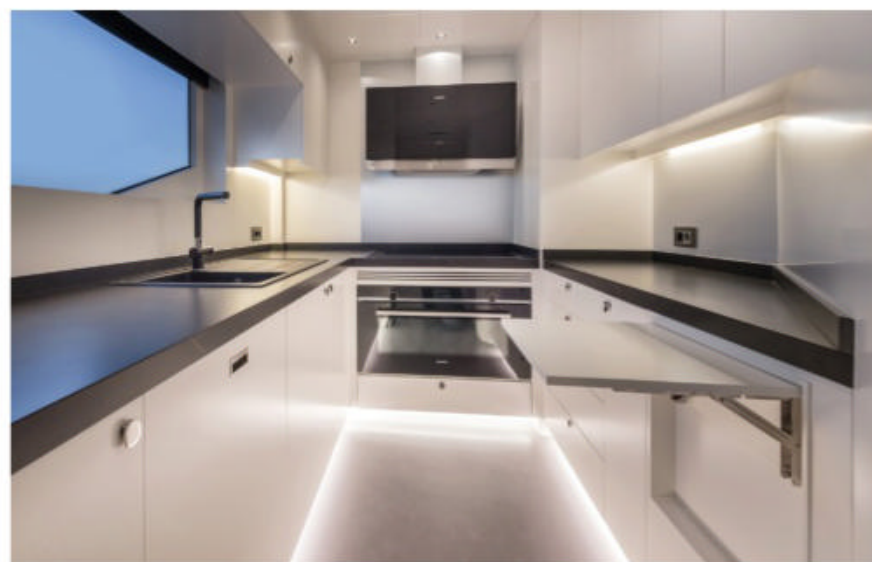


Thick, forward raked windshields are designed to quickly shed heavy water. The rest of the 22XP is equally purpose-built and luxurious. Including a fully equipped galley—uncommon for European boats in this size range.

enough for real use. The space was forward and to port, with enough counter space for easy meal prep, a Siemens three-burner cooktop, and two head-high fridges, one in the galley proper, and another just outside, elegantly hidden behind the wooden veneer of a bulwark.

Forward of the galley is the helm station, which seems to have gotten the short end of the wishbone from the galley in regard to space. Nevertheless, I found it highly functional, if not luxurious, with a Raymarine electronics package and a sturdy, confidence-inducing, RINA-class door leading to the starboard side decks. The windshield has a reverse rake, a design choice I've always been partial to. Not only were the lines of sight unimpeded, but green water sloughs off much faster from these types of windshields than traditionally raked windshields, adding to this yacht's resume as a serious cruiser.

The windshield has the added effect of letting those ashore know that this boat is a serious machine. Longtime Numarine collaborator



Can Yalman imbued the vessel with sleek yet muscular lines that called to mind the head and neck of my pit bull mix Nina. Like my dog, the 22XP looks like it would take on all comers and do it with the stoic grace of a thing fulfilling its purpose.

After relinquishing the wheel, I decided to get some fresh air and climbed up to the boat's empty flybridge. From there, I spotted a famous landmark known as the Maiden's Tower, a small islet at the southern mouth of the Bosphorus Strait, which forms Istanbul's border between Europe and Asia. I kicked back on the large settee at the after end of the deck. It was then that the combination of that indulgent lunch, aching jetlag and the rumbling of the Cummins below took their toll. I laid my head back and basked in the sun just as the afternoon call to prayer surged to a throaty and dolorous wail. It washed over me with its strange beauty, as I closed my eyes in a place lost to time. □

So Others May Live

AFTER A LONG, WILD RIDE, COAST GUARD RESCUE SWIMMER SHANNON SCAFF PONDERES
A STORIED CAREER AND PLOTS HIS NEXT BIG MISSION. **BY CHRIS DIXON / PORTRAITS BY KEITH CARLSEN**







A classic rescue swimmer operation. Shannon Scaff has dangled like this more times than he can count. Today, he's passing that torch to others.

On January 25, 2000, the conditions off Elizabeth City, North Carolina were simply terrible. A cold-front-spawned low off Florida had inhaled a plume of tropical air and deepened explosively. A vast fetch of 60-plus-knot winds would build 60-foot seas along the Atlantic Continental shelf, dumping record snowfall along the eastern seaboard. Out amidst the sleet and spume, the 73-foot fishing vessel *Miss Abby Ann Smith* issued a mayday. With failed bilge pumps, the 29-year-old boat was taking on water 40 nautical miles offshore. She held four terrified souls.

When the first distress calls reached United States Coast Guard Station Elizabeth City, 27-year-old petty officer Shannon Scaff had no idea anything was amiss—aside from the weather. A three-year veteran of the Coast Guard's elite rescue swimmer program, Scaff had awoken at 11 p.m. for night duty. His evening's assignment was mundane—a freezing night of washing down aircraft. "The first thing I noticed was that the windows were like, ready to blow in on my house," he said.

Scaff snuck out without waking his wife or four-year-old daughter and struggled to stay on the wind-raked road during the five-minute drive to work. Prying open the hangar door, a sound chilled his blood. The spooling turbines of an H60 Jayhawk helicopter. *Those aren't engine tests*, he told himself. These conditions were right at the edge of a Jayhawk's flight capabilities. It was *Perfect Storm* type stuff. *This is bad*, Scaff said to himself.

Like many weather forecasters, *Abby Ann Smith's* skipper had underestimated what would become an unnamed winter hurricane. A wide-eyed Scaff learned a team was heading out to lower a couple of gasoline-powered dewatering pumps to the stricken boat. "The first thing I do is look at the names to see who's gonna go out and maybe not come back," Scaff recalled. "You just instinctively do that."

Overseeing the drop was Shannon's sensei, Aviation Survival Technician First Class Troy Lundgren. "A world class guy," said Scaff. "Looks every bit of a Viking or a Navy SEAL. Just a bonafide badass." Scaff and Lundgren were close, competitive brothers. They trained like fiends in the air, ocean and pool and regularly pushed each other



Boots used in "wet drills." "They're issued to aircrews ... when rescue swimmers put them through survival training and swim tests," says Scaff.

into day-long competitions to complete 1000 push-ups.

The pump delivery was no picnic. Dropping heavy, pinballing canisters to the deck of a heaving ship amidst six-story waves never is. But on returning to base, the team learned that *Abby Ann's* exhausted crew simply couldn't keep the pumps running. Lundgren was a veteran of rescues out of the hectic station at Kodiak, Alaska. Scaff asked: "Dude, how was it out there?" Lundgren replied: "That's the worst I've ever seen."

Scaff sat in on the next meeting: "The pilot, Mark Ward, says, 'Well guys, I'm gonna throw it out there. If we don't go. If somebody else doesn't go, those men are not going to survive tonight.'"

Scaff felt immense pride. "Not just in the Coast Guard, not just in Americans, but humanity," he said. "They had just been out there and risked their lives. Now they're gonna go back out into it again."

This would be a once-in-a-career type rescue for Lundgren's crew. Then, a call came in. "The maintenance control chief answers and says, 'Yes, sir. Yes, sir,'" said Scaff. "Then he turns and looks at me and goes: 'Admiral wants another swimmer on the aircraft.'"

AS HE RECOUNTS THIS TALE AT MY KITCHEN TABLE, Scaff's blue eyes alternate between intensity and a far-away gaze. Compactly built, with burly arms swathed in a sleeve of shark tattoos (more on that in a bit) and flecks of gray peppering close-cropped hair, the 49-year-old has traveled a long road since that January night. Officially, Scaff retired from the Coast Guard in 2017. But to Scaff, "retire" is relative. Within a year, he would find himself navigating hurricanes, riots, a pandemic and politics as Charleston's Emergency Management Director. But despite the rewarding demands of that work, a desk job simply wasn't his cup of tea. Later today, he'll finish packing for a move from his beloved Lowcountry to the Arizona desert. He's already started a job there, training helicopter rescue operators for a specialized outfit called Priority One Air Rescue.

Scaff is the son of an Air Force Special Operations logistics coordinator named Clyde and an emergency room technician named Jo Ellen. He and younger brothers Eddie and Dwayne spent their early years on the creeks and beaches of Charleston and then bounced around the U.S. a bit before settling in the Charleston community



of Summerville for Scaff's high school years. "They were a handful," recalls Clyde in a Carolina drawl. "But they got along really good actually. We never had any real problems with any of 'em."

Whether it was boating up at his grandparent's lake house, fishing or laps in the pool, the water was Shannon's addiction. Surfing with friends at Charleston's Folly Beach consumed him. "He was a pretty good art student too," recalled Clyde. "I still have some of his stuff."

"Even as a child, it seems to me, that Shannon—even when he was young and little—he set goals," said Jo Ellen. "And he just kept working towards those—and didn't stop until he reached every single milestone."

After high school, Clyde recalls how Shannon deeply mulled his options. He didn't want to go to college, "and he got more interested in helping people."

One day at 19, while on a waterfront jog along Charleston Harbor Scaff happened to witness a Coast Guard rescue team practicing helicopter drops. "It was the baddest thing I've ever seen," he said. "Growing up in the Air Force, and around the ocean, I just thought, wow, aviation and the water together is perfect." Soon, he was interdicting vessels aboard a Chestertown, Maryland based Coast Guard patrol boat. The more he learned about the rescue swimmer program, the more he wanted in.

While waiting for a 1997 training slot, Scaff read Sebastian Junger's masterpiece, *The Perfect Storm*. Junger's description of the rigors of a swimmer training program with a 75 percent dropout rate, and the life-or-death intensity of the work in the heaviest conditions, only hardened his resolve. "That book dropped and man, I was on fire," he said.



Left: Shannon Scaff (far left rear) hangs alongside Troy Lundgren (rearmost) and fellow rescue swimmers at their North Carolina training pool. (Photo courtesy: Lundgren) Above: Using that training in the real world.

On his first day as a swimmer, Scaff dropped onto the deck of a Greek container ship. The captain's wife had miscarried and was bleeding to death. "She was six flights up in the superstructure, and I had to get her down," Scaff said. "I remember thinking, Wow, they didn't train me for *this*. After that, it became a running joke. Well, Scaff's on duty, I guess the shit's gonna hit the fan."

During a 2 a.m. rescue off Chestertown, Scaff was called to assist a pair of foundering vessels. "I was shimmying down a ladder, and just like that, my pinky finger got caught in the ladder's handrail and tore right off. So, I learned literally firsthand, how quickly things in the maritime environment go from bad to worse to life-threatening."

There were harrowing successful rescues and missions that came too late. On one call, a father had watched his wife and daughter drown when their tiny sailboat was stricken by a storm. Scaff tears up recall-

ing the rescue, still barely able to discuss it. Off Cape Hatteras, Scaff found himself flying towards an overturned center console. Its crew had been missing for three days, so it was unlikely anyone was alive, but Scaff needed to be sure. He would have to drop and swim to the edge of the upturned hull for a look. Approaching the boat though, the gin-clear water revealed the outline of a big hammerhead shark. Then another. Then another. "We got to 60 or 70," he said. "Okay, they're in the hundreds."

Scaff proposed a "physical grip pickup" should he find a crewman. The rescuer simply wraps himself around the victim and they lift him up—fast. Scaff's crew resisted. "They're like, 'Shannon, we can't do that.' I say, I'm okay. They're just cruising. I look at the flight mech and he just looks at me and goes, 'You're effing nuts man.' I said, 'let's go before I change my mind.'"

Scaff dove immediately. No one was beneath the hull. Swimming away to get the hell out of the water, he briefly cast his gaze downward. It was spellbinding. A whirlpool of hammerheads circled as far down as he could see. "As ghostly and as weird as they look man, they're beautiful. This one is passing from left to right in front of me. His eye was probably twice the size of my fist. He was giant—looking right at this weird looking, red-suited dude. You could just see, it was like, *what is this?* I locked eyes with a hammerhead shark."

WHEN THE JAYHAWK REACHED THE ABBY ANN SMITH, Scaff could barely register what he was seeing. Everything outside of the spotlight was pitch black. The radar altimeter was set at 80 feet. As the waves passed, the altitude dropped to 20, then back to 80. Lowering a rescue basket to the boat's deck was deemed impossible, so the crew had to convince the fishermen that they would have to jump overboard in survival suits. The free-swimming Lundgren would then help them into a rescue basket to hoist them up through the frigid air.

For Lundgren, the first basket rescue was nightmarish. "That is one of the more dangerous aspects of this," said Scaff. "When you have the rescue device in the water with a cable that's in the water and those kinds of seas with waves breaking over you. You're trying to maintain the rescue device and the survivor, and make sure that cable doesn't go taut and rip somebody in half. And then remember, the pilot's basically blindfolded—being directed by the flight mechanic who's trying to paint a picture verbally for the pilot." The first hoist took nearly 45



The sharks on Scaff's arm were inked as a show of respect for the ocean and as a reminder of one of the most harrowing days of his life.

minutes. Lundgren returned to the helicopter, absolutely spent. “So, I threw my fins on and you know, snapped a chem light and put it in my mask,” said Scaff. “I’m sitting at the doorway looking at the worst conditions I’d ever seen, and my mind was on my daughter. But before I knew it, I was disconnecting and looking up at the helicopter. A giant wave broke over me, man. I’m underwater. Here we go.”

Scaff was fairly nonchalant about having 30 feet of whitewater crash down on him. “It’s just one mushy crud,” he said. “Just a chaotic mess. And very, very loud out there. It’s always shocking how much I have to yell at a survivor that might be right in front of me.”

In this, like any rescue situation, Scaff said he and Lundgren simply tried to put the sheer magnitude of what was happening out of their minds, including their families back home, and focus on training and the mission. “For a second, there’s a reality that sets in that you’re out there in the middle of this gigantic ocean,” Scaff said. “You’re aware of the danger, but there’s also a sense of trust and confidence in your team. When I look up at that helicopter, that’s my reminder I’m not alone. You need to get busy. You orient. Reacquire the fishing vessel. Okay, find him. Get to him. And that’s what we did.”

A revived Lundgren basketed the third survivor and then Scaff went after the fourth. After narrowly coaxing the last fishermen into the basket, Shannon dog-paddled amidst the mammoth, black waves. Alone with his thoughts, he started to be overcome with what he describes as “a doom feeling.”

“I’m like, *where is this coming from?* I didn’t like it. Because I just thought if something’s going to happen, it’s gonna be the last hoist. The basket comes down, and I get in and I just start yelling, ‘Come on, come on!’”

Suddenly the bottom dropped out of a wave and the basket shot into the air in a tremendous swing. At the swing’s apex, Scaff was essentially looking into the helicopter’s cockpit. Reaching the top of the next swing he looked over his shoulder. He was within arm’s reach of the tail stabilizer and the spinning tail rotor. “That’s how bad that swing was,” he said. “For a moment, I didn’t know, you know, how that was gonna go. But it was fine, man. They got us all in, we got back home, landed, shut down and brought home four men.”

A year later, Scaff and Lundgren accepted the military’s highest honor for aviation, The Distinguished Flying Cross. The citation



With a new role as an instructor for Priority One Air Rescue, Scaff's next mission is passing on decades of experiences just like this.

read: Petty Officer Scaff's actions, bravery and valor were instrumental in the rescue of two fishermen. His courage, judgment, and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.

A FEW DAYS AFTER OUR CHAT, MY BUDDY Luke Pope Corbett and I meet Shannon for a farewell cruise on Charleston Harbor on a windless morning. Scaff opens up Luke's Carolina Skiff to speed along the uncharacteristically empty waters. He slows as we pass the USS *Yorktown* aircraft carrier, recalling Boy Scout incursions to ship's most off-limits portions. Just upriver, we marvel at the Ravenel Bridge connecting Charleston to Mount Pleasant.

Passing Charleston's historic waterfront, Scaff says he reckons it's a good time to cast off for Arizona. His daughter Maddie, a Coast Guard veteran herself, is doing well up in Virginia and he parted with Charleston's Mayor John Tecklenburg on great terms. "I waited until—I don't know if it's the *end* of the pandemic but waited until we're at a place that we're at now," he says. "I was going to start looking for other options out there to sort of get myself back

to center line—get away from politics and get back to being me. It truly was an absolute honor to be serving the very city that I was raised in. But it was time for me to move on."

His work with Priority One will, he thinks, be fulfilling and challenging. "We're a very small company, based out of Mesa and Bordeaux, France," he says. "But we're a leader in air rescue. My job is to train future air crews on high-risk rescues." In addition to live helicopter work, a radical multi-person virtual reality system mimics essentially every imaginable scenario a rescue helicopter crew might encounter—plucking fishermen from an angry sea or extracting diplomats from a skyscraper. "When you get to spend the time with the students that are still wearing a military uniform—you're helping them to achieve, you know, what they want to do with their careers, years after you've had that same opportunity, it's just such a great thing to come full circle," he says. "You almost have to pinch me like, I can't believe I'm actually back in this world of work again."

As we pass USCG sector Charleston, a pod of dolphins surfaces and Scaff relaxes the throttle. "Man," he says. "Still. I sure am gonna miss this." □



BOATYARD

Feeling Loopy?

THOUSANDS OF BOATS HAVE COMPLETED AMERICA'S GREAT LOOP CIRCUMNAVIGATION OF THE EASTERN U.S. IF YOU WANT TO JOIN THEM, HERE'S SOME INFO TO GET YOU STARTED.

BY MIKE SMITH

It seems like every other person I speak with these days has either just completed America's Great Loop, is ready to start Looping, or is at least thinking about it. Some of these folks don't even own boats yet, but plan to buy one just to Loop. If you don't have any desire to head offshore, and have the time for an adventure that can take anywhere from a few months to several years, you might be a Looper, too. Once you "cross your wake" (Looper-speak for finishing the circumnavigation), you'll be a member of what may be the fastest-growing fraternity in the boating world.

Just what is the Great Loop? It's a network comprising the Great Lakes; various canals, rivers and sounds; the Gulf of Mexico and the Atlantic Ocean. It encircles the eastern United States, from the Outer Banks to the Mississippi River, from the Canadian border to the Florida Keys. Typically, Loopers cruise north on the Hudson River, then head west on the New York State canals to the Great Lakes during the summer, which is ideal cruising season for these parts. When autumn arrives, they head south from Chicago via the Mississippi, Ohio and

Tennessee Rivers to the Tenn-Tom Waterway, which shoots them out at Mobile, Alabama.

Mobile and its relatively protected waters are a good place to wait out hurricane season before continuing the trip to Florida. Most Loopers cruise the Gulf Intracoastal Waterway (ICW) to Carrabelle, Florida, then jump offshore to Tarpon Springs when the weather looks friendly. They mooch around Florida for the winter, then head north on the Atlantic ICW, Chesapeake and Delaware Bays in the spring, arriving back in New York at the start of summer. Since this is an actual loop, you can start your circumnavigation anywhere you'd like along the route, but it's best to do the various segments when the weather is friendly. Most Loopers put about 6,000 miles under the keel doing so.

THE LOWDOWN ON LOOPING

There's an ocean of information on the Great Loop online, including lots of YouTube videos, but I recommend first joining the America's



Bueller? Bueller? If your boat can fit under a 17-foot bridge, you can cruise right through downtown Chicago. 19" will get you the whole Loop.

Great Loop Cruisers Association (AGLCA). Annual dues are \$89, and there's a discount for multi-year enrollment. Any Looper worthy of the name is a member. The association offers advice and instruction, both online (lots of webinars) and in person, in standalone classes and at seasonal rendezvous where veteran Loopers hold seminars on almost every aspect of Looping.

Kim Russo, AGLCA director, said that while most Loopers have done boating in limited areas, they might not know about dealing with extreme tidal ranges and strong currents, how to operate around commercial traffic, how to communicate with tows over the VHF, how to handle the 75 to 100 locks and so forth—all things they will encounter on the Loop. "We have events throughout the year to help educate people," Russo said. "And don't fear the locks." Yes, there's an AGLCA shop, with a selection of books to read to learn about the Loop, too.

Curtis Stokes denies he's the yacht broker to the Great Loop, but admits the Loop is a huge part of his business. One of Stokes's bro-

kers, Michael Martin, has completed the Loop twice in his Silverton 410, and was more than halfway through his third trip when I spoke with him. (Twice around makes you a Platinum Looper in the eyes of the AGLCA; you're Gold after one lap.) Martin works exclusively with Great Loop clients, and thinks he might be the only broker in America who does.

BEST BOAT

All kinds of craft have completed the Loop, from kayaks and PWCs to narrowboats designed for English canals. The Loop is really just a series of day trips, stopping every night in a marina or to anchor, with a couple of relatively short offshore passages that can be easy if you pick your weather. Boats comfortable for overnight cruising should be fine for Looping too, maybe with the addition of a few pieces of gear, provided they meet draft, bridge clearance and cruising range parameters.

Draft-wise, keep it under five feet—most powerboats that Loopers choose draw less, but if you've got a sailboat it's a concern. I've never done the Great Loop myself, but I've made the north-south transit of the Atlantic ICW many times, and I can tell you from experience that less draft is better, unless you enjoy kedging off. Bridge clearance must be a maximum of 19 feet; less is better. There's a fixed bridge outside of Chicago with a vertical clearance of 19'6"; there's no way to bypass this bridge, so if your boat won't fit under it, you're not doing the Loop. Sailboats remove their masts and either carry them on deck (awkward) or ship them to Mobile (expensive). Dave Wray adapted the radar mast on his Mainship 35 so he could lay it down to get under low bridges; a competent boatyard can often modify radar arches to fold down, too.

Finally, there's cruising range. There's a long stretch of Loop approaching Paducah, KY, without facilities—no fuel, no marinas—requiring a cruising range of at least 250 miles, according to most Loopers. Stokes says 300 miles, and I agree with him. Nothing ruins a nice day on the water faster than watching the fuel gauge head for E, while wondering how accurate it really is. When calculating your fuel burn, don't forget the generator's consumption. When you turn into the Ohio River from the Mississippi en route to Paducah, the strong current is now against you, so take that into account. And, finally, consider that distances on inland waters are usually given in statute miles, so if you've calculated your cruising range in nautical miles, you'll have to convert. (One nautical mile = 1.15 statute miles = 1.85 kilometers.)

There's no ideal Great Loop boat, said Stokes, but boats between 38 and 42 feet are in the sweet spot. Smaller boats burn less fuel and cost less for dockage; most people think fuel's the biggest Looping expense, but it's often dockage. If you're buying a boat for Looping, make sure you can get insurance: Boats older than 20 years are hard to insure, as are boats more than 10 or 12 feet bigger than the one you already have. Martin adds, "Buy a boat that's already done the Loop. Loopers live and die by their boats, so you can be confident that a Loop boat has been well-maintained, and everything works."

DO YOU HAVE A MACHETE?

Tom Corrigan was taken aback when he turned his 30-foot Sea Ray from the Mississippi onto the Ohio River during his 19-month Great Loop cruise. (He took a lot of side trips, including to the Bahamas.) Corrigan's twin-Mercruiser Sea Ray carries only 100 gallons of fuel in the tanks, so he added a 50-gallon fuel bladder on deck to give him more range. But when he hit the Ohio's strong head current, he found his fuel level dropping faster than expected.

BOATYARD



The Caribbean-blue waters of Canada's Bruce Peninsula National Park await the dedicated long-distance Looper.

Corrigan had to quickly transfer gas from the bladder to the tanks while keeping the boat under control in the current, and do it all single-handedly. "My crew, Hank, couldn't help; he doesn't have any thumbs," said Corrigan—Hank being a Labrador retriever.

Corrigan set out on the Great Loop when Covid shut down his office; he's a CPA, and could work from home, so he decided to move aboard and go Looping, with only Hank as crew. "People ask me why I chose this boat for the Loop," he said. "It's easy: It's the boat I had." It turned out to be the perfect Loop boat, he said, even though it's on the smaller end. Managing the fuel was the most critical aspect, but the boat's 22-knot cruising speed in good conditions, and with no fuel-supply issues, gave Corrigan the flexibility to make his 30- to 50-mile daily run early, getting started at the crack of dawn, then put in a full day "at the office" while at a marina or anchored.

The Sea Ray wasn't completely Loop-ready when Corrigan cast off, and modifying it was a continuous evolution. At the first Erie Canal lock, a woman on another Loop boat asked him if he had a machete. "I thought, 'Do I need it for self-defense?'" But later, at Lock 34 on the western part of the canal, he found out: A piece of rebar sticking out of the lock wall caught one of his fenders, and started pulling the boat down, stretching both the fender and its lanyard. Corrigan managed to kick the fender free without serious damage, but it was stretched beyond recognition. A machete could have hacked the lanyard—or fender—the moment things went sideways. "I got online to Amazon and ordered a machete, to be overnighted to me at the next marina," he said.

"A knife is absolutely necessary," added Michael Martin. "Lines can hang up; you need to cut them quickly." He keeps a razor-sharp dive

knife strapped to a rail, where it's easy to reach, and all crew know where it is. "When the line's tight, it doesn't take much to cut it," he said.

WHAT ELSE DO YOU NEED?

In addition to the typical electronics package, every Looper I contacted has AIS, essential for keeping track of all the commercial traffic you're sharing the waterway with, often tugs pushing countless barges: Getting out of their way is easier if you know they're coming, rather than running head-on into a tow on a narrow, tight bend in a channel. Martin also recommends radar.

Like most Loopers, Martin uses a tablet and smart phone for navigation, along with his built-in plotter. For his loop, Corrigan relied on ActiveCaptain on his iPad to lay out the next day's route, then uploaded it wirelessly to his Garmin chart plotter. Along with Navionics, Aqua Maps is an excellent charting program. But while electronic charts are kept up-to-date, I think you should also carry paper charts. They cost a lot more than they used to, but many old fogeys like me prefer them to electronics for piloting, or for simply getting a good perspective on what lies ahead. And carry current Waterway Guides, too.

You'll want two VHF's to monitor channels 16 and 13 simultaneously. You'll need channel 13 for communicating with commercial vessels; call them directly on channel 13—don't bother with 16. Corrigan carried a handheld VHF for monitoring channel 16, and said it was all he needed.

Kim Russo also recommends you keep a pair of tough gloves handy. Lock walls are filthy, and lines get filthy, too. And add an ice scraper, said Corrigan, for chilly mornings before you get far enough south in the fall. He had to tackle frost with his AAA card.

Most Loopers carry a dinghy, easily deployed and retrieved. Corrigan did most of his trip without one, and taking Hank ashore for his morning and evening constitutionals was often problematic when at anchor. When he reached Florida he bought a BOTE Rover inflatable paddleboard that could take a 3.5-hp outboard. (Weighing 65 lbs with a motor, BOTE calls them "micro skiffs.") The board fit on the foredeck, lashed to the bow rails, while the motor fit in a lazarette. It made life a lot better, he said, "but your feet get wet, so it's not good for cold weather." (So add some wetsuit booties to your shopping list too.)

Finally, there's ground tackle. Whether you Loop or not, good ground tackle is good insurance, so maybe it's time to upgrade yours. Loopers carry at least two, and sometimes three anchors, with lots of rode. Dave Wray carries a 44-pound Bruce-style claw on 110 feet of chain and more than 100 feet of rope as the primary anchor on his Mainship. He said it held well in most conditions, but dragged a few times amidst soft bottoms and strong, shifting winds, "like the channel in Georgetown, S.C., with its silt bottom," he said. Martin uses a Rocna with an orientation-assisting roll bar as his primary anchor, on 50 feet of chain and 200 feet of rope, and a lightweight Fortress fluke as a stern, or a second bow, anchor. He said you sometimes have to set two anchors to keep from swinging in tight anchorages. Carry different anchor types for different bottoms—on many rivers, for example, the bottom is covered with several feet of pluff mud, which the anchor has to drop through before it can hold.

So are you ready to set out on America's Great Loop? Why not? You only live once. Michael Martin says "Don't wait. Don't go blindly, but don't over-plan, either. You'll learn a lot while doing the Loop—something new every single day. It's such a great adventure." □

Congrats, it's a boat.



Protect your baby with a leader in boat insurance.
1-800-PROGRESSIVE / PROGRESSIVE.COM

PROGRESSIVE

LEADERS OF THE INDUSTRY

Innovators improving the boating experience



www.formulaboats.com



Formula Boats

Scott Porter, President

PMY: How will your products change to meet the needs of the evolving marketplace?

SCOTT PORTER: In 1994 Formula launched its very popular 280 SS. It would be the first of many “Day Boats” for Formula and with each new model, we work to add even more features to deliver a great experience on the water for our clients’ families and friends.

Today Formula offers great day boating from 24 to 50 feet and continues to plan for new models to add to the Formula lineup. As more Formula boat models transition to outboard power in salt water, we continue to focus on great stern platforms that offer a lot of space for water sports.

Partnering with our exclusive outboard partner Mercury Marine, we continue to create new Formula models that utilize their amazing V-8, V-10 and V-12 engines.

PMY: How have your customer demands shifted in recent years?

SCOTT PORTER: Formula has, since 2010, offered two programs to our clients that have allowed them to semi-customize their new Formula builds. “Flex” is a non-cost program that allows a Formula client seemingly endless choices of paint graphics and color combinations, as well as endless vinyl and fabric combinations. “Flex My Way” allows Formula clients to request other custom paint colors and special vinyl colors for a fee.

We opened the opportunities and it has allowed our Formula clients an amazing experience in customizing their Formula to match their unique boating styles and personalities. A tour through the Formula factory allows an experience where nearly every boat looks unique.

Formula “Flex My Way” has also evolved to allow a Formula client to make other special requests that can fit into the Formula engineering team’s allowances. I imagine “Flex My Way” will continue to expand client experience opportunities and will allow Formula to grow because of it.

PMY: Look into your crystal ball—what trends do you see influencing your future models/ product(s)?

SCOTT PORTER: With more shifting of boating lifestyle to day boating, Formula has discontinued our FAS3TECH performance models and is now departing the cruising marketplace. Formula has decided to launch a series of center consoles that will offer boaters the opportunity to equip a boat to be a perfect 10 fishing model or a perfect 10 Sport model, or anywhere in between.

A Formula CCFish offers the most advanced rigging for great saltwater and freshwater fishing, and a Formula CCSport is well equipped for all kinds of day boating fun for family and friends.

Our first two models are 38’7” in length and we plan more model sizes in the next several years. Center Consoles are “Open Day Boats,” and with Formula’s great success in “Enclosed Day Boats” with our awesome CBR and SSC models, we are excited to offer the marketplace the highest level of quality and detail available in the center console marketplace.





LEADERS OF THE INDUSTRY

Innovators improving the boating experience



www.marinemax.com

MarineMax

Shawn Berg, Executive Vice President (EVP), Chief Digital Officer

PMY: How does your passion for boating and business feed innovation?

SHAWN BERG: Some of my favorite memories come from spending time on the water connecting with loved ones. The entire MarineMax team is full of passionate boaters, like me, who understand this joy. We want our customers to be able to spend their time on the water with family and friends doing just that. This drives us to deliver exceptional experiences to our customers, and we believe that innovative products and services are the keys to this. We can book or buy almost anything on our phones, except a boat, and until recently you could not schedule service for your boat without calling the dealership. This has pushed us to develop technology to streamline customer communication and elevate the boat ownership experience.

PMY: How will your products change to meet the needs of the evolving marketplace?

SHAWN BERG: As we celebrate our 25th Anniversary in 2023, we remember our original goal of enabling our customers to go from north to south with multiple dealerships across the country. Today we have expanded our vision to do more than just sell our customers a boat and service them. We now offer them everything they need for their boating lifestyle whether they own a 30-foot boat or megayacht. We have expanded to not just provide customers with technology to improve buying, owning, and servicing a boat, but also put a focus on having more marinas and destinations for storing and enjoying their boats. We maintain a strategic plan to grow our high-margin business, expand our product offerings and increase our geographic reach. This includes our global market presence, premium brands, valuable real estate locations, exceptional customer service, technology advancements, strategic acquisitions, and our unwavering commitment to build on our strong company culture.

PMY: How have your customer demands shifted in recent years?

SHAWN BERG: Customers expect a seamless way to shop, buy and own a boat as well as a more elevated experience. We are bringing the technology needed for this to the industry, starting with getting your boat serviced via our app or online form, as well as a new and innovative purchase experience using digital tools. Additionally, we have invested in building our marketing and sales capabilities to increase customer engagement. We brought Boatyard into our family, made organic investments in technology, and partnered with Boatzon, the first 100 percent online boat and marine retailer providing secure direct marketplace services. These align with our customer-focused efforts to provide great experiences so boaters can enjoy time with family and friends on the water.





LEADERS OF THE INDUSTRY

Innovators improving the boating experience



OUTER REEF®

www.outerreefyachts.com

Outer Reef Yachts

Jeff Druek, President & CEO

PMY: How does your passion for boating and business feed innovation?

JEFF DRUEK: I am hugely passionate about boating and got into the boating industry by default - one of my competitors didn't want to build a yacht the way I wanted, so I built it myself. The experience was born out of a need to be heard and to push the boundaries instead of accepting that it wasn't possible 'because it hadn't been done before'. This is how Outer Reef Yachts evolved into what I call a 'custom, semi-custom builder'. A good example of how this works is the recently launched, re-engineered 650 M Class model - the result of prospective owners requesting the popular features and robust structure of the award-winning Outer Reef 700 Classic model in a smaller, owner-operator, package. Up for the challenge, and after many long hours working through the original design configurations, I eventually "cracked the code," and was able to deliver a reconfigured 650 model embodying the attributes of the 700 - a robust build with 4 staterooms and 4 ½ heads that an owner can easily operate without crew.

PMY: What is your company doing in the area of Sustainability? What is your vision for your company's impact on the environment over the next 10 years?

JEFF DRUEK: Over time, we have worked hard to improve Outer Reef Yacht's construction methods and choice of materials in ongoing efforts to improve our environmental sustainability practices. We are reducing our ecological footprint through increased use of recycled materials such as the use vinyl and natural grass cloth wall coverings, instead of various wood finishes. Throughout the construction process, we also use less impactful protective materials such as replacing plastic masking and floor coverings with recycled paper products. During the yacht shipping process, many manufacturers continue to cover their boats with sheets of plastic and tarps, which Outer Reef no longer uses. Regarding components and parts selections, and specifically in partnering with engine and generator manufacturers, we choose to align with those manufacturers that deliver the most efficient combustion engines. Outer Reef even recycles its steel shipping cradles after use. The company will continue to incorporate further sustainability methods and practices wherever possible in a continuing drive to reduce the carbon footprint of its boats.

PMY: How will your products change to meet the needs of the evolving marketplace?

JEFF DRUEK: Today's yacht buyers value high quality, safety, and efficiency, while also desiring a yacht customized to their specific cruising lifestyle. For example, during our very thorough Classic Series build design sessions, we take a deep dive into a customer's list of 'must haves', which may include whether he or she prefers to owner-operate or to cruise with crew; the need for special spaces for family and friends; the consideration of family pets, and so on. Basing each unique build on the customer, rather than passing trends, assures our ownership base that any changes made to our yachts are done methodically. This retains the yacht's value over time and, contrary to usual experience, the resale value of an Outer Reef is often more than the owner paid at the time of purchase. Owning a yacht that is specifically built to their needs ensures that customers enjoy their ownership experience much more which, as a quality builder, is our ultimate goal.





LEADERS OF THE INDUSTRY

Innovators improving the boating experience



www.tiarayachts.com

Tiara Yachts

Tom Slikkers, President and CEO

PMY: What lessons from the past has helped move your business forward?

TOM SLIKKERS: Throughout Tiara Yachts' history, we've valued putting our customers first and foremost to continue moving our business forward. We approach every decision we make and every innovation we undertake from the lens of the customer and what ultimately improves their overall experience with us and our line of luxury yachts. Whether it's in the details of the design process, in the education and insight provided through our marketing materials or in the satisfaction and trust customers have on the water, our dedication to ensuring the customer is as proud to own a Tiara as we are to make it stands out in our success. We see this commitment reflected in the brand loyalty we are honored to have from our customer base today.

PMY: How will your products change to meet the needs of the evolving marketplace?

TOM SLIKKERS: Tiara Yachts has a long legacy that has afforded us the opportunity to learn and grow with our customers and the boating industry. My father, Leon Slikkers, founded Tiara Yachts on innovation and was the first to build boats out of fiberglass instead of wood. This practice of challenging the status quo has remained vital to ensuring we not only remain relevant in the industry but continue to pave the way for new technology and possibilities. The EX 60 is a prime example of this, and we are thrilled to unveil it in 2023. The EX 60 blends the LS series' day boat amenities alongside the Coupe models' live aboard amenities, combining the best of dayboat and cruising experiences for long range cruising. The technology onboard has been truly integrated into the product, it doesn't simply "check a box". I'm proud to build on our foundation with this next generation of boats.

PMY: How have your customer demands shifted in recent years?

TOM SLIKKERS: In general, we've seen growing interest from consumers in owning boats, especially ones that take into consideration their individualized needs. There has been an increasing demand from our customers in recent years for larger, outboard-powered products with more luxurious appointments as well. Our initial response to this need was to develop a suite of outboard-powered boats that interconnected the luxury, quality, utility and performance of our inboard series. As this was well-received and we have continued to see customers' ambitions evolve with technology advancements, we began to envision an uncharted model. The EX 60 builds on these developments and pushes technology and offerings further to create our largest inboard Tiara model to date. This uniquely diverse model offers multiple configurations to reflect the owner and their unique boating lifestyle, achieving our most personalized and technically advanced model in our history.



AN EXPERIENCE FOR A *LIFETIME*

WELCOME ABOARD.

Enrich your life with extraordinary on-sea experiences in the most sought-after docking locations across the globe, from Naples to Nantucket to the Mediterranean.

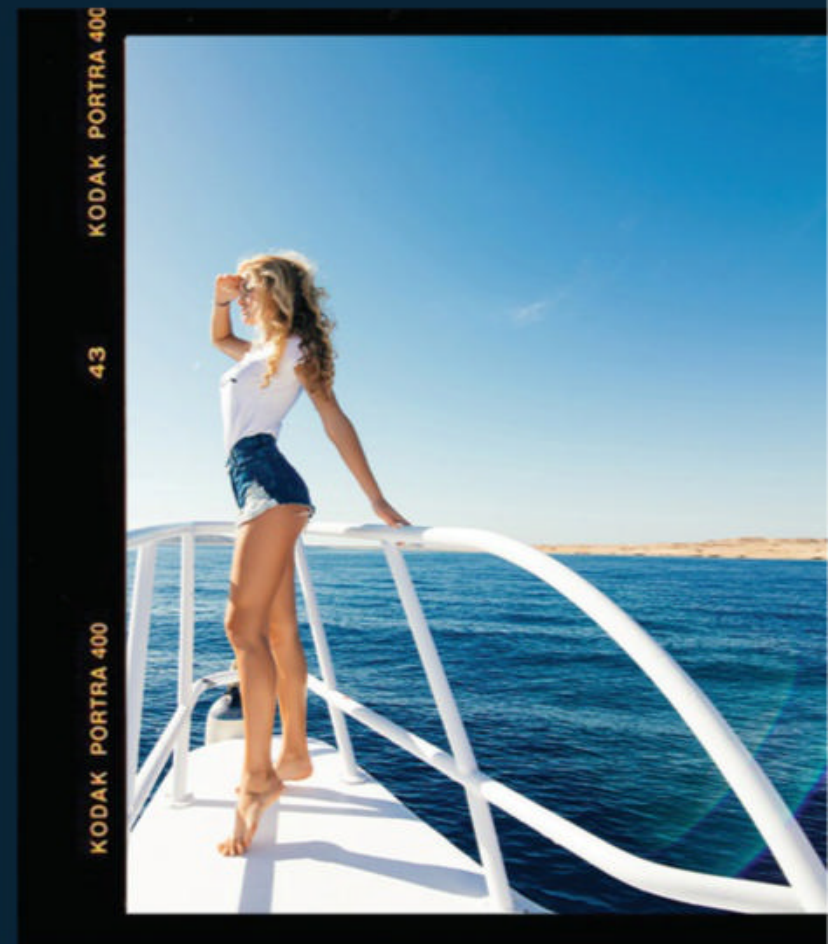
With your Exclusive Yachts™ membership, you can enjoy yachting at a fraction of the cost of ownership with access to a diverse portfolio of yachts, hassle-free booking and bespoke on-board services.

Your pristine yacht and expert crew are ready to set sail...are you?



EXCLUSIVE
YACHTS

exclusiveyachts.club



Please contact our Chief Yachting Officer,
Bill Charbonneau, for more information.

(239) 331-6868
bc@exclusiveyachts.club



**Freedom Lift®**

The ULTIMATE Tender Lift Solution



The freedom to use your watercraft where and when you want with just the touch of a button!

FreedomLift® is the ideal solution for transporting your tender or PWC.

- Installs independent of your swim platform
- The ONLY lift with easily removable Lift Arms
- Features wireless, hydraulic remote control operation
- Lifting capacity of 800+ lbs.
- NEW optional Carbon Fiber Lift Arms

www.freedomlift.com • 866-543-8669

US Patent #6,474,256



See the amazing True North 34 in person at the following boat shows:

St. Petersburg	Miami	Palm Beach	Sarasota
Jan. 20-23	Feb. 15-19	March 23-26	April 21-23

TRUE NORTH 39 Coming 2023



TRUE NORTH
34 Outboard Express



Contact your TRUE NORTH dealer:

TX, FL, Gulf Coast
Little Yacht Sales
1-844-LYS-Boat

Virginia/North Carolina
Chesapeake Yacht Sales
804-776-9898

New York/Connecticut
Prestige Yacht Sales
203-353-0373

Western Canada/Pacific N.W.
Specialty Yacht Sales
800-270-2903

MA, RI, NH
Cape Yachts
508-994-4444

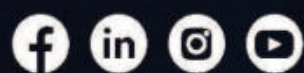


HMY
OUTBOARD
BOATING CENTER



**BUY OR SELL
YOUR OUTBOARD BOAT
WITH CONFIDENCE.**

Visit the All-New HMY Outboard Boating Center.
HMY.com/Outboards



561-328-1100 | OUTBOARDBOATING@HMY.COM

572 Northlake Blvd. North Palm Beach, FL 33408

Princess Yachts In Stock, On Order, or Built to Your Spec!

High Performance X Class, Motor Yachts, Flybridge, and V & S Class Sport Yachts from 40 to 95 feet

Y95



Y85



On Order - Call for Availability!

Y80



New Model!

Y72



On Order!

X95



X80



On Order - Call for Availability!

Over 50 Authorized Sales and Service Centers in North America, Central America, and the Caribbean

Princess Yachts New England
Oyster Harbors Marine
(508) 428-2017

Princess Yachts New York & New Jersey
Staten Island Yacht Sales
(718) 984-7676

Princess Yachts Mid-Atlantic
Bluewater Yacht Sales
(877) 269-3021

Princess Yachts Southeast
HMY Yacht Sales
(561) 833-6060

Princess Yachts Gulf Coast
Galati Yacht Sales
(800) 391-6691

Princess Yachts Great Lakes
Jefferson Beach Yacht Sales
(866) 490-5297

Princess Yachts West Coast
Silver Seas Yachts
(888) 334-6739

Princess Yachts Puerto Rico
CFR Yacht Sales
(787) 722-7088

International:

Princess Yachts Vancouver
Freedom Marine
(877) 609-0985

Princess Yachts Ontario
Pride Marine
(800) 991-3006

Princess Yachts Central America
Maspor Marine
(503) 7886-3275

Princess Yachts Barbados
BOYSS Marine
(246) 262-6506

Princess Yachts Dominican Republic
Read Marine
(809) 567-5185

Princess Yachts Venezuela
Artemisa Yachts
+58 (0) 212 2356723

2023 Miami International Boat Show - February 15th to February 19th

Visit the Princess Showcase at One Herald Plaza in Downtown Miami
between the Venetian and MacArthur Causeways!



V40



V50



V55

On Order - Call for Availability!



V60



V65



F45

On Order - Call for Availability!



F50



F55



F65

On Order!

On Order!

New Model!



S62



S66



S72

On Order!

On Order!

New Model!

The Princess Range

X Class	X95 · X80
Motor Yacht Class	Y95 · Y85 · Y80 · Y72
Flybridge Class	F65 · F55 · F50 · F45
V Class	V65 · V60 · V55 · V50 · V40
S Class	S72 · S66 · S62



Princess Yachts America

877-846-9874 | info@princessyachtsamerica.com


PRINCESS

www.princessyachtsamerica.com



 **viking**
yachts

68' Viking Convertible
Call for availability

RELENTLESS BATTLEWAGON. LUXURY VILLA.
YOUR CHOICE.

 **PRINCESS**

572 Princess
Call for availability



561.878.0100 | HMY.COM



SELECT MOTORYACHT OFFERINGS IN THE MARKET



"Kashmir" 133' 2008 Broward
Call David Copleston: 843.670.2183



"QII" 106' 2022 Sanlorenzo
Call Simon Graham: 561.329.5009



"Algorythm" 95' 2012 Lazzara
Call Tony Lazzara: 727.692.9902



"My Girl" 95' 2001 Westport
Call Jack Robertson: 772.260.1364



"Freedom" 88' 2015 Princess
Call Andrew Dean: 561.358.1723



"Just Perfect" 85' 2020 Ferretti
Call Mike McCarthy: 772.631.2838



"Hey Jude" 85' 2022 Princess
Call Mike McCarthy: 772.631.2838



"Simpler" 82' 2014 Princess
Call Greg Hunt: 561.926.8017



SELECT MOTORYACHT OFFERINGS IN THE MARKET



"Ariadne" 124' 1979 Breaux Bay Craft
Call Nicholas Olinde: 321.720.7115



"Pathway" 104' 1987 Broward
Call George Ivey: 904.476.7831



"Cariloy" 100' 1998 Sanlorenzo
Call Mike Scalisi: 954.650.3706



"Sofi" 88' 2012 Sunseeker
Call Ale Navarro: 786.564.9365



"Gypsea" 84' 2009 Lazzara
Call Tony Lazzara: 727.692.9902



"Mi RX" 83' 2010 Ferretti
Call Mike Scalisi: 954.650.3706



"IV Giocare" 80' 2007 Mangusta
Call Tony Maggio: 561.818.1442



"Dreamchaser" 80' 2000 Novatec
Call Tony Maggio: 561.818.1442



"Indigo Sea" 78' 1987 Jongert
Call Scott Levin: 772.263.1208



"Bellagio" 75' 2000 Hatteras
Call Mark Parker: 561.371.2615



"Kaleen" 75' 2017 Viking
Call Steve Moynihan: 561.722.9629



"Maya" 72' 2015 Marquis
Call Bobby Damas: 305.308.0730



"Crimson" 70' 2019 Azimut
Call Rich Lazzara: 813.362.4488



"I Love It" 70' 2020 Princess
Call John Parry: 561.510.4024



"Amnesia" 70' 2006 Princess
Call Eddie Montserrat: 954.309.5033



SELECT MOTORYACHT OFFERINGS IN THE MARKET



"Fia" 65' 1995 Nordlund
Call Ron Wishna: 203.644.5939



"Chony" 65' 2019 Princess
Call Steve Barcsansky: 561.722.5675



"Sound View" 64' 2013 Pershing
Call Brad Curtin: 631.834.6560



"Nova Kane" 62' 2004 Neptunus
Call Mike Scalisi: 954.650.3706



"Chapter Two" 62' 2020 Princess
Call Steve Barcsansky: 561.722.5675



"Amore Del Mar" 62' 2013 Princess
Call Edward Grimpe: 561.252.1019



60' 2021 Sunseeker
Call Ale Navarro: 786.564.9365



"Haven" 55' 2021 Ferretti
Call Brad Curtin: 631.834.6560



55' 2021 Okean
Call Joel De Los Reyes: 954.303.9764



"Signed Out" 55' 2020 Princess
Call Tony Lazzara: 727.692.9902



54' 2023 Summit
Call Dave Berard: 772.341.3669



"Padrone II" 53' 2008 Marlow
Call Mark Mitchell: 407.435.6982



50' 2017 Beneteau
Call Joel De Los Reyes: 954.303.9764



"Great Scotts II" 46' 2022 Cruisers
Call Forrest Robertson: 561.281.2122



"Paraty" 45' 2021 Princess
Call Ale Navarro: 786.564.9365



NEW VIKING SHOWCASE TRADES CONSIDERED!



CALL FOR AVAILABILITY

90' Viking Enclosed Skybridge - *Call for details!*



CALL FOR AVAILABILITY

80' Viking Enclosed Bridge - *Call for details!*



CALL FOR AVAILABILITY

72' Viking Convertible - *Call for details!*



CALL FOR AVAILABILITY

72' Viking Enclosed Bridge - *Call for details!*



UNIQUE OPPORTUNITY!

68' Viking Convertible - *Call for details!*



CALL FOR AVAILABILITY

68' Viking Enclosed Bridge - *Call for details!*



CALL FOR AVAILABILITY

64' Viking Convertible - *Call for details!*



CALL FOR AVAILABILITY

58' Viking Convertible - *Call for details!*



CALL FOR AVAILABILITY

54' Viking Convertible - *Call for details!*



CALL FOR AVAILABILITY

54' Viking Sport Tower - *Call for details!*



SPRING 2023 DELIVERY!

48' Viking Convertible - *Call for details!*



SPRING 2023 DELIVERY!

46' Viking Billfish - *Call for details!*



INDUSTRY LEADER IN VIKING YACHT & CUSTOM SPORTFISH SALES



Gyro Stabilized!

"Speculator" 92' 2017 Viking
Call Dave Berard: 772.341.3669



"Luna" 74' 2006 Viking
Call Jack Robertson: 772.260.1364



Gyro Stabilized!

"50 Caliber" 72' 2018 Viking
Call Steve Moynihan: 561.722.9629



"Therapy" 68' 2007 Hatteras
Call Steve Moynihan: 561.722.9629



"Reel Obsession" 68' 2006 Hatteras
Call George Beck: 954.612.1433



"Toro" 66' 2017 Viking
Call Mark Mitchell: 407.435.6982



"Liquid Apple" 68' 2008 Viking
Call Mark Mitchell: 407.435.6982



Gyro Stabilized (2)!

"Desperado" 66' 2012 Viking
Call Pat Kelly: 561.723.9300



"Iztac" 65' 2003 Viking
Call Brian Komer: 305.304.1015



Gyro Stabilized!

"Hania" 63' 2012 Hatteras
Call Brian Komer: 305.304.1015



"Loner" 63' 1996 Hines-Farley
Call Scott Levin: 772.263.1208



Gyro Stabilized!

"Out A Line" 62' 2017 Viking
Call Rory Kline: 954.873.5123



Gyro Stabilized!

"Business" 62' 2016 Viking
Call Jeff Creary: 305.394.3429



Gyro Stabilized!

"Renegade" 61' 2003 Blackwell
Call Tim Gredick: 843.607.7256



Gyro Stabilized!

"Sold Days" 61' 2003 Viking
Call Tim Gredick: 843.607.7256



INDUSTRY LEADER IN VIKING YACHT & CUSTOM SPORTFISH SALES



"Adding Up" 61' 2002 Viking
Call Rory Kline: 954.873.5123



60' 2004 Bertram
Call Simon Graham: 561.329.5009



"Why Wouldn't We" 60' 2014 Sculley
Call Luke Davis: 561.310.7450



"Legal Holiday" 58' 2005 Donzi
Call Tim Gredick: 843.607.7256



"Nine" 57' 2008 Bertram
Call Steve Barcsansky: 561.722.5675



"Game Time" 55' 2017 Viking
Call Jeff Creary: 305.394.3429



"Eighteen Months" 52' 2016 Viking ST
Call Mark Mitchell: 407.435.6982



"The Boardroom" 52' 2014 Viking
Call Greg Hunt: 561.926.8017



"Micha" 52' 2004 Viking
Call Mark Mitchell: 407.435.6982



"Ella Bella" 48' 2021 Viking
Call Doug Donohue: 954.914.4303



"Sea Block" 48' 2019 Viking
Call Mike Scalisi: 954.650.3706



"Relentless Pursuit" 45' 2015 Hatteras
Call Mark Mitchell: 407.435.6982



"No Comment" 42' 2015 Viking
Call John Parry: 561.510.4024



"Galene" 42' 2013 Viking
Call Jack Robertson: 772.260.1364



"Libertad" 40' 1983 G&S
Call Scott Levin: 772.263.1208



SELECT OUTBOARD BOATS IN THE MARKET



"Reel Addiction" 53' 2016 HCB
Call Rob Spano: 561.262.3683



43' 2020 Midnight Express
Call Joel De Los Reyes: 954.303.9764



"Lion's Den" 42' 2020 Buddy Davis
Call Jeff Creary: 305.394.3429



41' 2021 Jupiter SB
Call Sean Spicer: 561.758.2132



"Big Shot" 39' 2019 Billfish
Call Greg Hunt: 561.926.8017



"Four For IV" 39' 2012 Yellowfin
Call Jeff Thiel: 609.602.8457



"See Sea" 38' 2014 Jupiter
Call Forrest Robertson: 561.281.2122



"Bulldozer" 37' 2019 Edgewater
Call Eddie Montserrat: 954.309.5033



37' 2016 Grady-White Freedom
Call Mike Scalisi: 954.650.3706



"The Bear" 36' 2019 Pursuit
Call George Ivey: 904.476.7831



"LacyDayz" 34' 2006 Yellowfin
Call Rory Kline: 954.873.5123



32' 2022 Jupiter
Call Jack Robertson: 772.260.1364



ONEWATER YACHT GROUP

NASDAQ: ONEW

ONE

With one point of contact to assist you from start to finish, OneWater's unique approach combines a concierge-style relationship with a true north-to-south ownership experience.

- Premium new yacht brands
- Best-in-class service facilities & team
- In-house financing

Experience the difference of having a full-service team serving you under one roof; reinventing your yacht buying and ownership experience.



WORLD-CLASS SERVICE LOCATIONS
INCLUDING THE ROSCIOLI YACHTING CENTER



Not all brands sold at all locations. Contact your local dealer for details.

954-807-4996 | OWYG.COM



ONEWATER
YACHT GROUP

DISCOVER
BOATING™

MIAMI
INTERNATIONAL
BOAT SHOW®



COME SEE US AT THE MIAMI
INTERNATIONAL BOAT SHOW
FEB 15-19, 2023

NEW MODELS DEBUTING AT
THE SHOW



RIVIERA



ABSOLUTE

954-807-4996 | OWYG.COM



ONEWATER
YACHT GROUP



2023 SUNSEEKER 88 YACHT



2023 SUNSEEKER 90 YACHT



2023 RIVIERA 4600 SPORT YACHT



2023 RIVIERA 78 MOTOR YACHT



2024 ABSOLUTE NAVETTA 52



2023 ABSOLUTE NAVETTA 75





ONEWATER
YACHT GROUP



2005 PALMER JOHNSON RPH 123
TOM GEORGE 727-709-5020



2000/2022 NORTHCOAST RPH 120
TOM GEORGE 727-709-5020



2003 WESTSHIP 103' SPORTFISH
JIM KELLY 954-675-4435



2022 HORIZON E81 VALIANT
JIMMY ROGERS 727-361-9392



2019 SUNSEEKER 76 YACHT
LUIS PEREZ 727-902-6078



2021 SUNSEEKER 76 YACHT
JOHN KEENAN 954-793-7455



2022 SUNSEEKER 68 MANHATTAN
MATTHEW CROWERS 904-866-5296



2019 SUNSEEKER MANHATTAN 66
JONATHAN ECKARDT 786-768-6269



2022 SUNSEEKER 65 SPORT YACHT
NATHAN TREVENA 516-241-0068



2022 RIVIERA 5400 SPORT YACHT
NED DOZIER 443-995-0732



2017 RIVIERA 5400 SPORT YACHT
NED DOZIER 443-995-0732



2022 ABSOLUTE NAVETTA 52
JOSH HENDRIX 561-801-0541

GILMAN YACHTS™

since 1968

www.gilmanyachts.com

NEW
CONSTRN



115' JOHNSON FLYBRIDGE 2023

New build project, molds completed. Skylounge plus Flybridge, Beach Club aft, five ensuite cabins, crew for five in three cabins, amazing outdoor spaces on bow and bridge deck. Special pricing for this hull only! Contact Jeff Stanley, Central Agent.



110' ANTAGO 1998

Spacious four cabin RPH motor yacht with updated MTU'S, one new generator, updated A/C system, spacious outdoor areas. Bargain price, ready for new owner's cosmetic upgrades. Asking \$795,000. Contact Jeff Stanley, Central Agent.



97' HARGRAVE 2005

Twin 1400HP CAT's, walkaround side decks, king master, 2 VIP's, 2 twins and 2 crew cabins aft. Beautiful country kitchen and a huge entertaining flybridge. Just out of the paint shed with a large list of improvements. Call Jeff Stanley, Central Agent.



76' RIVA BAHAMA 2020

Newest Riva Bahamas for sale worldwide! Only 128 hrs on her 1800hp MAN's. 3 ensuite staterooms, twin generators, gyro stabilized, glass bridge electronics, convertible hard top. As new. Located in Fort Lauderdale. Call Jeff Stanley, Central Agent.



80' LAZZARA SKYLounge 1998

Very nice example of this popular model. Total of 5 cabins, day head, large aft engine room w/1150 HP MTU's, 15' RIB tender, versatile cockpit. Call Jeff Stanley, C.A.



73' HORIZON 2016

C-32 CAT's 21 knot cruise. Owner's stateroom w/His & Hers Heads, bow & stern thrusters. Only 690 hrs. with extended engine warranties. Call Wayne Cannava, C.A.



72' HATTERAS 2009

T/C-32 CAT's w/low hours, 4 cabins + crew, customized FB w/(4) A/C units, 15' RIB tender, upgraded stabilizer fins. Seriously for sale in Ft. Lauderdale. Call Jeff Stanley.



64' HATTERAS 2006

Twin 1400 hp CAT's, updated Garmin electronics, bow thruster, desirable 3 Staterooms with ensuite heads, crew quarters, hardtop. Contact Wayne Cannava C.A.



56' NEPTUNUS 2004

Classic 56' Neptunus 3 cabins high gloss cherry interior. 2 x 800 HP CAT's with reasonable hours. Excellent ownership history. RIB tender. Call Jeff Stanley, C.A.



58' HORIZON VISION 2002

3 stateroom sedan w/stylish Makore wood int. Low hr 800hp CAT's. Painted exterior. Needs some updating. Special situation. Motivated. Call Joe Majcherek, C.A.



46' GRAND BANKS 1995

Galley up, custom layout forward with pantry/laundry room. 375hp CAT's, Naiad stabs & bow thruster. Freshened varnish, upgraded railings. Call Joe Majcherek, C.A.



42' BOSTON WHALER 2016

Steel Blue, 4 x Verado 300 HP, Joystick steering, (3) 15" Raymarine Nav screens, FLIR night vision, radial riggers, freezer plates, helm air. Call Jeff Stanley, C.A.



36' HINCKLEY 2001

Original owner classic model with jet-stick & only 436 hrs. Ongoing updates, located in Palm Beach. Also available 2004-model 40' Talaria w/SeaKeeper gyro. Bill Biebel, CA.

1510 SE 17th Street, Ste. 300 • Ft Lauderdale, FL 33316

954.525.8112 • Lauderdale@gilmanyachts.com • GILMANYACHTS.COM



2012 Sunseeker 40M | \$15,900,000
Nick Galati 941.720.1321



1994 Oceanco 126 Raised Pilothouse | \$3,495,000
Nick 941.720.1321



2001 Custom 85 Bruce Roberts Waverunner | \$1,300,000
Joe 714.336.1460



2010 Viking 82 ESB | \$4,695,000
Brad 562.755.2725



2010 Viking 76 EB | \$3,999,999
Kyle 409.795.1838



2013 Princess 72 MY | \$2,499,000
Jason 941.518.1171



2017 Viking 72 EB C | \$5,795,000 | Will 443.610.2861
1998 Viking 72 EB | \$1,295,000 | Chris 850.723.7889



2022 Viking 72 C | \$7,995,000 | Nick 941.720.1321
2019 Viking 72 C | \$6,395,000 | Nick 941.720.1321



2016 Viking 70 C | \$4,195,000 | Michael C 941.725.2782
2011 Viking 70 EB | \$3,595,000 | Nick 941.720.1321



2007 Viking 64 C | \$2,499,000 | Roger 850.234.0295
2007 Viking 64 C | \$1,849,000 | Will 443.610.2861



2019 Prestige 630 FB | \$1,950,000 | 833.701.0460
2020 Prestige 630 FB | \$2,199,000 | Kyle 409.795.1838



2017 Outer Reef T 620 | \$1,699,000
Andrew 508.364.2010



2014 Viking 62 C | \$3,399,000 | Jason 941.518.1171
2021 Viking 62 C | \$5,725,000 | Ian 562.505.3502



2018 Cruisers Yachts 50 C | \$1,250,000
Thomas 909.525.2064



2021 Azimut 50 FB | \$1,624,000
Zack 386.383.7634



2017 Viking 48 ST | \$1,799,000
Eric 850.259.3172



2022 Valhalla Boatworks V46 | \$2,200,000
Larry 850.259.8989



2019 Scout 420 LXF | \$929,000 | Anthony 727.515.9973
2021 Scout 42 LXF | \$1,350,000 | Jon 337.258.4030



2018 Freeman 42 LR | \$1,050,000
Jason 941.518.1171



2021 Regulator 41 CC | \$995,000
Carmine Jr. 941.725.0587



2022 Valhalla BW V41 | \$1,399,000 | Jason 941.518.1171
2021 Valhalla BW 41 CC | \$1,190,000 | Larry 850.259.8989

FEATURED BROKERAGE YACHTS

SEEKING NEW LISTINGS — CALL TODAY



2013 Westport 112 MY | \$10,099,000
David 239.289.6098



2020 Viking 92 SB | \$11,950,000
Christopher 813.503.8398



2006 Viking 74 EB | \$1,850,000 | Randy 713.816.2165
2005 Viking 74 EB | \$1,950,000 | Jim 941.228.0530



2006 Viking 74 C | \$2,475,000 | Darin 619.944.2817
2006 Viking 74 C | \$2,495,000 | Nick 941.720.1321



2008 Titan 75 SB | \$1,895,000
Darin 619.944.2817



2022 Viking 68 C | \$6,299,000 | David 239.289.6098
2022 Viking 68 C | \$6,395,000 | Carmine Jr. 941.725.0587



2014 Viking 66 C | \$3,395,000 | Artie 850.259.7807
2014 Viking 66 EB | \$2,950,000 | Jim 850.259.3246



2004 Viking 65 FB | \$1,250,000 | Roger 850.234.0295
2005 Viking 65 EB | \$1,850,000 | Jordan 409.939.5524



2019 Princess S65 | \$2,999,000 | Rickard 727.667.7745
2020 Princess V65 | \$3,095,000 | Michael 941.725.2782



2022 Prestige 590 FB | \$1,899,000
Joseph 850.496.2298



2015 Prestige 55 FB | \$949,900 | Frank 727.481.4900
2015 Prestige 550 F | \$1,143,000 | Cory 281.636.2228
2015 Prestige 550 FB | \$1,099,900 | Jeff 239.691.8100



2018 Cruisers Yachts 54 C | \$1,295,000
Nick 941.720.1321



2008 Viking 54 C | \$1,295,000
Albert 954.614.5777



2017 Jersey Cape 45 FB | \$1,049,000
Christopher 813.503.8398



2022 Viking 44 O | \$2,295,000 | Frank 727.481.4900
2018 Viking 44 C | \$1,695,000 | John 540.222.1333



2019 Tiara Yachts 44 C | \$974,900
Andrew 508.364.2010



2019 Cruisers Yachts 42 C | \$799,900
Joseph III 850.496.2298



2015 Princess V39 | \$499,000
Jeff 239.691.8100



2022 Valhalla BW V37 | \$849,000
Andrew 508.364.2010



2018 Viking 37 BF | \$1,049,000 | Anthony 727.515.9973
2018 Viking 37 BF | \$1,099,000 | Zack 386.383.7634



SHOP ALL OF OUR LISTINGS
WORLDWIDE AT [GALATIYACHTS.COM](https://www.galatiyachts.com)





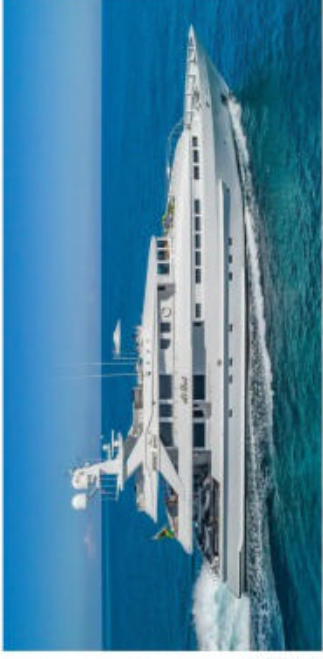
4 ROSES

185' OCEANFAST 2004 | WEST PALM BEACH, FL
\$19,450,000 | KURT BOSSHARDT | 954.478.0356



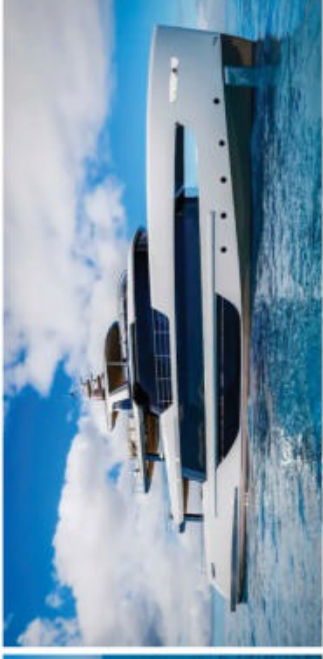
LADY JJ

180' HEESSEN 2011 | FORT LAUDERDALE, FL
\$39,900,000 | CHRIS COLLINS | 954.224.3346



AT LAST

144' HEESSEN 1990 | FORT LAUDERDALE, FL
\$6,995,000 | KURT BOSSHARDT | 954.478.0356



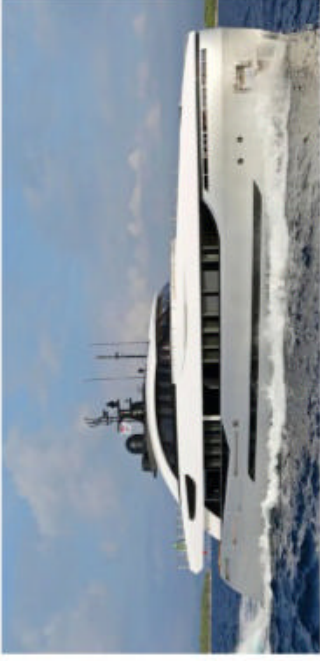
SPRITZ 140

140' ALPHA YACHTS 2024 | ISTANBUL, TURKEY
PRICE ON APPLICATION | DAVID JOHNSON | 954.610.3263



KOMOKWA

135' HORIZON 2010 | VANCOUVER BC, CANADA
\$7,900,000 | ALEX G. CLARKE | 203.722.3047



LEUDINI

132' COLUMBUS 2013 | MIAMI, FL
\$13,900,000 | PIERRE BADIN | +33 6 20 01 58 46



EMOCEAN

125' ROSETTI SUPERYACHTS 2021 | GENOA, ITALY
\$18,987,900 | ALEX G. CLARKE | 203.722.3047



PICCOLO

125' ALPHA YACHTS 2021 | FORT LAUDERDALE, FL
\$12,900,000 | DAVID JOHNSON | 954.610.3263



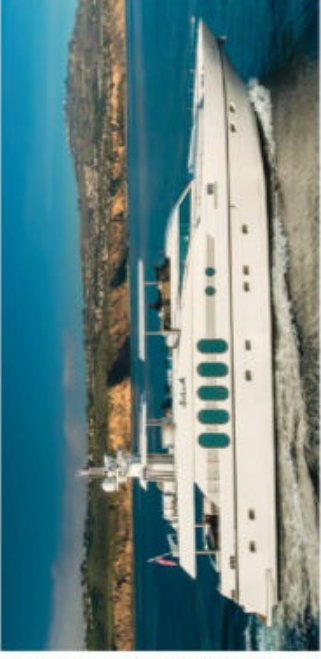
NORTH COAST 120

120' NORTH COAST 2000 | FORT LAUDERDALE, FL
\$6,495,000 | PETER QUINTAL | 954.817.5662



TEMPO REALE

112' HAKVOORT 1990 | FORT LAUDERDALE, FL
\$3,985,000 | BRUCE SCHATTENBURG | 954.328.4329



MARBELLA

108' MONTE FINO 1996 | MARINA DEL REY, CALIFORNIA
\$1,999,990 | ALEKS TALDYKIN | 310.569.3821



FREDDY

106' SANLORENZO 2017 | FORT LAUDERDALE, FL
\$8,799,000 | MIKE BURKE | 561.722.1063



ZARANIA

105' NUMARINE 2021 | FORT LAUDERDALE, FL
\$11,950,000 | JACE KIZZIER | 949.292.4583



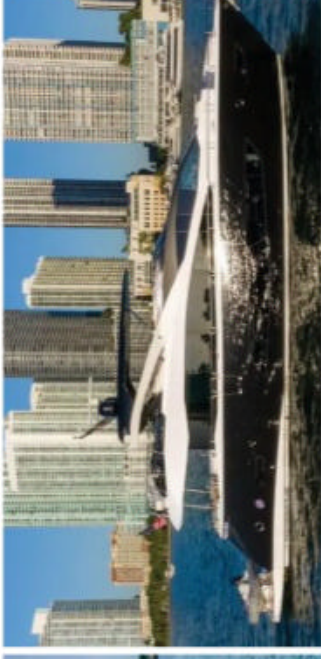
HULL #3

104' MANGUSTA 2023 | VIAREGGIO, ITALY
€12,781,159 | GARY HARDCASTLE | 561.329.5538



TATIS

86' SUNSEEKER 2019 | CANCUN, MEXICO
\$4,890,000 | CLAUDIO COZZI | +52 (99) 8168-7517



ENTERPRISE

86' SUNSEEKER 2017 | MIAMI, FL
\$4,300,000 | DAVID JOHNSON | 954.610.3263



BLUE
85' AZIMUT 2007 | MIAMI, FL
\$2,300,000 | JUNO PRUDHOMM | 786.385.5013



IMPETUOUS
85' FEADSHIP 1977 | FORT LAUDERDALE, FL
\$1,750,000 | KEN DENISON | 954.612.1000



ROCK
85' EVADNE 2023 | MONACO
\$5,357,000 | AARON ANTONSON | 954.648.1234



SENISA
80' AZIMUT 2018 | MIAMI, FL
\$4,500,000 | JORDAN PREUSZ | 765.661.5497



NEVER MY LOVE
80' MARLOW 2017 | FORT LAUDERDALE, FL
\$3,945,000 | BRANDON BARNES | 423.762.1062



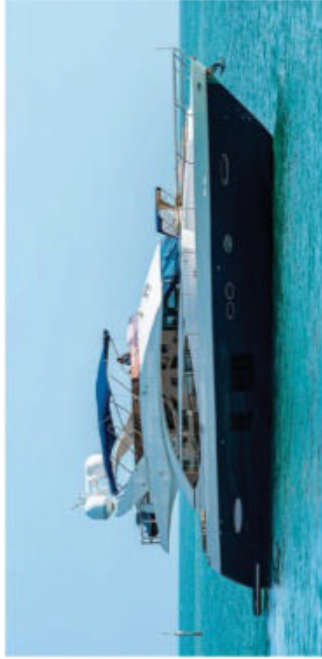
SET IN MY WAVES
80' VIKING 2017 | JUPITER, FL
\$7,299,000 | MIKE BURKE | 561.722.1063



SUN LIFE
78' AZIMUT 2022 | MYKONOS, GREECE
\$3,975,517 | ADERBAL COELHO JUNIOR | 305.797.4700



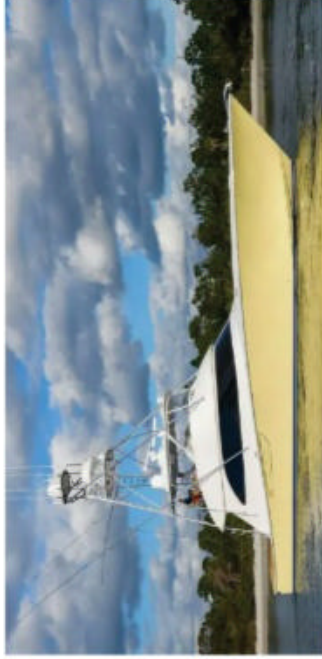
2QUICK
76' RIVA 2018 | MIAMI BEACH, FL
\$3,790,000 | SIDNEY AMBROISE | 954.696.8163



LADY Y
72' PRINCESS 2012 | MIAMI BEACH, FL
\$1,895,000 | WILL NOFTSINGER | 850.461.3342



AMALFI
72' AZIMUT 2018 | MIAMI, FL
\$3,250,000 | ADERBAL COELHO JUNIOR | 305.797.4700



HOW SWEET IT IS
70' VIKING 2015 | DAYTONA BEACH, FL
\$3,899,000 | MIKE BURKE | 561.722.1063



LIV MAS
70' OCEAN ALEXANDER 2017 | SEATTLE, WA
\$3,300,000 | DAVE MILLETT | 714.260.5901



4 PLAY
64' AZIMUT 2014 | CORAL GABLES, FL
\$1,425,000 | BOBBY GIANCOLA | 321.750.7776



MANCUSA
63' SUNSEEKER 2011 | MIAMI BEACH, FL
\$1,050,000 | JUNO PRUDHOMM | 786.385.5013



DOCKED WAGES
63' MARQUIS 2013 | PALM BEACH GARDENS, FL
\$1,249,000 | BLAKE NICHOL | 352.586.9297



PURE ENEGRY
62' FAIRLINE 2013 | MIAMI, FL
\$1,199,000 | JUNO PRUDHOMM | 786.385.5013

+1 954.763.3971
DenisonYachting.com

Miami
Dania Beach
Fort Lauderdale

West Palm Beach
Bradenton
Stuart

Daytona Beach
Naples
Seattle

Charleston
Annapols
Jersey City

Destin
Southport
Newport

San Diego
Newport Beach
Marina del Rey

San Francisco
Long Beach
Los Angeles

THIS WAY TO THE WATER

Bluewater
YACHT SALES

EST. 1968

64' Viking 2023 - Contemporary & Fast! On-Order: Available for Delivery February 2023 - Call Today: 877.269.3021



54' Viking - Reserve Your New 54' Convertible Today! - Call Today: 877.269.3021



46' Viking - Spacious 140-square-foot Cockpit, Reserve Today! - Call 877.269.3021



46' Valhalla - Spec Yours Today! - Call 877.269.3021



41' Valhalla - Spec Yours Today! - Call 877.269.3021



33' Valhalla - Spec Yours Today! - Call 877.269.3021

Maryland  Virginia  North Carolina  Florida

877.269.3021  **BLUEWATERYACHTSALES.COM**



65' Viking 2000 - Major Refit Completed in 2021 - Call Hank Sibley: 804.337.1945



65' Sea Ray 2015 - Low Hours w/ Engine Warranties! - Call Scott James: 757.570.3944



62' Viking 2016 - Call Connor Hall: 757.968.2353



60' Hatteras 2010 - Call Daryl Brower: 252.259.0235



60' Hatteras 2020 - Call Scott James: 757.570.3944



55' Custom Carolina 2001 - Call Joe Green: 252.241.1316



54' Gary Davis 1996 - Call John Prather: 301.991.3308



54' Custom 1993 - Call John Prather: 301.991.3308



53' Jarrett Bay 2006 - Call Joe Green: 252.241.1316



52' Sunny Briggs 1999 - Call Daryl Brower: 252.259.0235



45' Hatteras 2015 - Call Neil Woolfolk: 804.338.3199



45' Ferretti 2017 - Call Chuck Meyers: 703.999.7696



43' Everglades 2018 - Call Joe Green: 252.241.1316



39' Cigarette 2021 - Call Roger Mooney: 410.456.3659

BOATING'S BEST BRANDS

Representing boating's best brands since 1968. New model representation varies by territory.



BLUEWATER HAS EVERY VALHALLA, REGULATOR, EVERGLADES, SABRE & BACK COVE MODEL IN STOCK OR ON ORDER!



THE EXPERTISE YOU DESIRE. THE PRESENCE YOU NEED.

Industry Experts Dedicated to Making Finding Your Yacht a Pleasurable Experience.



2021 San Lorenzo SD96

DON'T TELL MOM is a highly customized yacht with hand-selected details chosen by an experienced yachter. Notable features include an extensively upgraded AV system, including a KVH TracVision® HD7 Satellite TV system and a 4G Wi-Fi with a hotspot. The exterior of the yacht is complete with teak decking throughout, a sun awning for the upper aft deck, upgraded skylounge side doors (in lieu of standard fixed glass), and sliding bulwark starboard. Upgraded electronics include a portable MTU control station and an additional wing station with engine throttles and bow thruster. Engine hours: 720. Located in Fort Lauderdale, FL. \$11,990,000



2022 Azimut Fly 78

PROM DATE is meticulously maintained by a full-time crew, is very well-optioned, and highly upgraded. Featured options include Seakeeper, Raymarine Platinum electronics (including 3 video cameras), teak decking throughout, painted hull, hardtop with retractable sunshade, and automatic bimini top for the bow seating area. *PROM DATE* is also equipped with multi-colored underwater lighting and a cockpit docking station including, thrusters. The interior highlights include a salon cabinet bottle cutout, an oversized master bed, and a wooden floor in the salon, galley, stairs, and corridor. Engine hours: 185 on twin MAN V12s. Located in Ocean Reef, FL. \$4,199,000



2018 Sea Ray 550 Sundancer

TOOT SEA is an incredibly clean and generously optioned late-model Sundancer. Highlights include KVH TracVision® HD7 Satellite TV system for true HD programming, Seakeeper, underwater lighting, and a joystick docking station with multi-station docking controls. An upgraded audio system, sunshade, and high-gloss table make the bow seating area a comfortable place to entertain. Upgraded electronics featuring Raymarine GS165, network cameras, fishfinder, and AIS are present. Other notable highlights include a hydraulic swim platform with expanding stairway and window tint. Engine hours: 378 on twin CAT C12hp engines. Located in Naples, FL. \$1,499,000



2017 Azimut Fly 54

TRILOGY is brand new to the market and full of valuable upgraded options, including Seakeeper with an additional control station on the fly, Xenta joystick for easy docking, Glendenning Cablemaster™, Raymarine Platinum electronics, teak decking throughout, and wooden floor in the salon, dinette, and helm station. A recently added set of custom boarding stairs and a 2022 sport tender are included. Engine hours: 620 on twin Volvo Penta D11s. Located in Fort Lauderdale. \$1,225,000



MarineMax makes it easier for you to shop online! Take in-depth video and photo tours of yachts, place a free hold on the one you fall in love with, chat online with our team, and request a virtual appointment. **Visit [MarineMaxYachts.com](https://www.marinemaxyachts.com).**



Contact James Corts at MarineMax Yachts and Charter

525 5th Avenue South | Naples, FL 34102

(239) 253-2984 | james.corts@marinemax.com

TO VIEW THESE AND OTHER LISTINGS, VISIT **MARINEMAXYACHTS.COM**



10 years in the
Chairman's Circle

20 years with
MarineMax





THE EXPERTISE YOU DESIRE. THE PRESENCE YOU NEED.

Industry Experts Dedicated to Making Finding Your Yacht a Pleasurable Experience.



2023 Azimut Grande 32M

A unique opportunity has surfaced! This Grande 32M was made for a very seasoned yachtsman. The owner has identified a larger yacht for his family and has made this vessel available. Extensively outfitted with significant thought going into the options and decor. Highlights include CAT C32B 2200hp, stern thruster, at-rest stabilizers, Jet Ski launch system, watermaker, Calcutta marble throughout, and Garmin™ electronic package. Full technical specs available. \$13,500,000



2022 Azimut Fly 78

The Fly 78 is truly Italian excellence. More space, more volume, and light structure is made possible by the all-carbon superstructure. The Fly 78 mimics the ambiance of a larger yacht without compromising the sportive agility of smaller vessels. This Fly 78 is meticulously kept, with only 150 hours. It is loaded with options such as Seakeeper stabilizer, upgraded Volvo IPS 1000hp engines, Dynamic Positioning System with Skyhook, Miele appliances, luxury lighting package, teak on flybridge and side decks, and many more. Contact David Michie for pricing.



2023 Azimut Fly 68

Just arrived! Be one of the first to own the latest model from Azimut, designed by world-renowned designer Alberto Mancini here now waiting to take you on your summer adventures! Loaded with options such as custom paint, Seakeeper stabilizer, upgraded decor, Miele appliances, enclosed galley, luxury lighting package, teak on flybridge and side decks, and many more. Call now to go boating this summer! \$3,899,000



2023 Ocean Alexander 35R

The Ocean Alexander 35R is the culmination of the renowned Revolution series designed by Evan Marshall and Arrabito Naval Architects. The 35R motoryacht is more than the embodiment of style and performance. With a gross tonnage of 299, the livable space and well-established layout are remarkable. It's an engineering masterpiece. It is powered with twin MTU 2600hp V12s. Prepare to blow everyone away at the dock with her sleek new design. Expect delivery for fall 2024. Contact David Michie for pricing.



MarineMax makes it easier for you to shop online! Take in-depth video and photo tours of yachts, place a free hold on the one you fall in love with, chat online with our team, and request a virtual appointment. **Visit [MarineMaxYachts.com](https://www.marinemaxyachts.com).**



Contact David Michie at MarineMax Naples

1146 6th Avenue South | Naples, FL 34102

(239) 872-7503 | david.michie@marinemax.com

TO VIEW THESE AND OTHER LISTINGS, VISIT **MARINEMAXYACHTS.COM**



10 years in the
Chairman's Circle

20 years with
MarineMax



SEATTLE  YACHTS

LIVE THE ADVENTURE
SEA BEYOND

"Isobel III" is a 2013 HAMPTON ENDURANCE 680
Located in our Fort Lauderdale Office
For more information call 954.551.8525.



844.692.2487 SEATTLEYACHTS.COM

WASHINGTON CALIFORNIA FLORIDA MARYLAND CANADA PHILIPPINES





2001 Symbol 66 PH \$695,000
Martin Snyder 206.423.1302



NEW BUILD

2024 Endurance 658L
Seattle Yachts 844.692.2487



2003 Princess V65 \$595,000
Bill Semanek 951.704.4790



NEW BUILD

2024 Northern Marine 64
Seattle Yachts 844.692.2487



NEW BUILD

2024 Northwest 63
Seattle Yachts 844.692.2487



2007 Azimut 62S \$649,000
Russ Carrington 310.991.2628



NEW BUILD

Northern Marine 57 **HULL #06 SOLD**
Seattle Yachts 844.692.2487



2007 Novatec Islander 55 \$489,000
Laura Unsell 954.551.8525



2003 Meridian 540 \$475,000
Sarah Burleson 425.870.3154



2012 Salish Sea 48 \$995,000
Martin Snyder 206.423.1302



2017 Nordic Tug 40 \$750,000
Jeff Gleckler 360.202.2290



IN STOCK

2021 Schaefer 400 \$595,000
Seattle Yachts 844.692.2487



IN STOCK

2022 Excess 11
Seattle Yachts 844.692.2487



ARRIVING SOON

2023 Nimbus T11
Seattle Yachts 844.692.2487

**SELL YOUR
BOAT!
LIST WITH US!**

Seattle Yachts 844.692.2487



Experience The Marlow Difference...

Marlow Marine Sales, Inc.



2020 Marlow Explorer 66E

"Sea Glass" is perfect for the cruising couple that demands first-class quality and unsurpassed livability. With upgraded twin 1150hp CAT C-18 engines (under warranty until 2025), she has top speeds of 25+ kn, unequaled performance/range in class.



2017 Marlow Explorer 49E-CB

"Boone Doggle" features a 2 stateroom and 2 head layout. She is one of very few fully enclosed air-conditioned helm 49E Marlow Explorers. Equipped with Cummins QSM11 engines at 715hp, she is ready to cruise!



2013 Marlow Explorer 62E

"Frequent Sea" is a spacious custom yacht that is very well equipped with an open flybridge, enclosed pilothouse and upgraded CAT 1015hp C-18 engines. She also has separate crew quarters and lazarette storage aft.



2020 Marlow Explorer 66E

"Magic" is in Bristol condition with low hours. One of the finest yachts in her class available today. Long distance cruise like trawler or cross the Gulf Stream at 20kn. She has 3 state-rooms, 3 heads, and spacious crew cabin with seating area.



2010 Marlow Explorer 57E

"Eagle Aye" is the perfect combination of fun and elegance. She is a *Fast Trawler* powered by twin C18 CAT engines. Enjoy a sunset cruise or a trip to the Caribbean. "Eagle Aye" is sure to satisfy your needs.



2017 Marlow Prowler Havana

"Rover" is a Prowler Havana with state-of-the-art electronics and high performance Mercury 400hp engines. She is ready to fish or cruise in style. Call today!



2006 Marlow Prowler 375

"Instead Of..." is a luxury picnic boat, fast with a shallow draft. She has a queen centerline berth, large head, and comfortable settee. A perfect long weekend boat or a stylish way to travel to the Inn.



2018 Marlow Explorer 49E-CB
"Maritime"



2016 Marlow Explorer 49E
"Running Tide"



2007 Marlow Explorer 57E
"Liberty"



2012 Marlow Explorer 61E
"Dutch"



2018 Marlow Explorer 53E
"Chill-Laxin"



2002 Marlow Explorer 65C
"Irish Miss"

personally.

North American and International Inquiries
www.marlowmarine.com • sales@marlowmarine.com
USA/Canada: 800.362.2657 • International: +1.941.729.3370

Marlow Marine Sales, Inc.



2014 Marlow Explorer 66E-CB

"Ben's Barge" is a well-appointed yacht equipped with 1150hp CAT engines and a robust Garmin navigation package. Her four stateroom, ample command bridge and galley layouts provide all the comforts of home on the water.



2020 Marlow Explorer 66E

"Quixotic" is a semi-enclosed bridge powered by twin CAT C-18, 1015hp engines, under warranty until 2026. Featuring 4 staterooms and 3 heads on the lower deck plus a separate crew area aft. She is equipped with Garmin navigation and many extended cruising options.

When the perfect brokerage yacht proves elusive.



Marlow **Voyager** 100V

*Create your own...
Vision of perfection.*

Marlow **Explorer**®

53E | 58E | 62E | 66E | 70E | 75E | 80E | 88E

Marlow **Voyager**®

76V | 90V | **100V**

marlowyachts.com

Perfection isn't a goal at the finish line of production. It is the subtle understanding of what each owner's personal vision of perfection is. This is the hallmark of Marlow Explorer and Voyager yachts. We work with each owner to achieve perfection in their eyes, not merely build a yacht, but rather a statement of themselves.

Our phenomenal record of continued sales success has created a **GOLDEN** opportunity for those wanting to sell. Many of our Marlow Yacht listings are sold prior to their scheduled release for advertising.

**Please contact our experienced sales team to sell your yacht
or to help you find the one you are looking for.**



95' HARGRAVE 2016
Contact Markus Mrakovcich

LEAVE THE SELLING TO US.
WE BROKER LUXURY.

Spanning half of a century, Luke Brown Yachts has prided itself as your source of yacht sales & charters. Focus on what matters most, and let our exceptional brokers handle the listing and selling of your yacht. It's what we do best.



108' BENETTI 2015

Contact Jason Dunbar



80' OFFSHORE YACHT 2010

Contact Steve Deane



38' BOSTON WHALER 2021

Contact Mike Ebeling

WESTPORT YACHTS

NEW CONSTRUCTION • BROKERAGE • CHARTER



116' Azimut 2005 "AVA"
Jose Rodriguez, C.A.



94' Ferretti M/Y 2001
Jose Rodriguez, C.A.



85' Pacific Mariner M/Y 2005 "HARBOR LADY"
Walter Sea, Joint C.A.



72' Pershing 2009 "SCORPIO"
Jose Rodriguez C.A.



60' Hatteras 2005 "JOIA"
Jose Rodriguez, C.A.



55' Marquis 2007 "WILD WAYS"
John Varga, C.A.

WORLDWIDE CHARTER SERVICES



112' Westport Motoryacht
8 Guests in 4 Staterooms
From \$63,000 per week
Bahamas | Caribbean



Yacht Charter | Charter Management

Westport Yachts Charter Division offers the full range of charter a yacht services, whether you are owner seeking charter management and marketing, or a charter client planning your dream holiday aboard a professionally crewed yacht.

FORT LAUDERDALE • SEATTLE • 954.316.6364 • info@westportyachts.com

[WESTPORTYACHTS.COM](http://westportyachts.com)

Comfort Custom Mattresses & Marine Bedding Inc.

CUSTOM MATTRESSES FOR YACHTS & BOATS



QUALITY, COMFORT, LUXURY, & SUPPORT
QUICK TURNAROUND ★ WORLDWIDE SHIPPING
Coils, Premium Foam, Latex Foam, Memory Foam
Mattress Pads & Fitted Sheets

Fort Lauderdale, FL USA | contact: 1.954.496.8400
www.comfortcustombedding.com

NAUTICAL CROSS

ADDED SAFETY AT THE DOCK
AND THE WATER



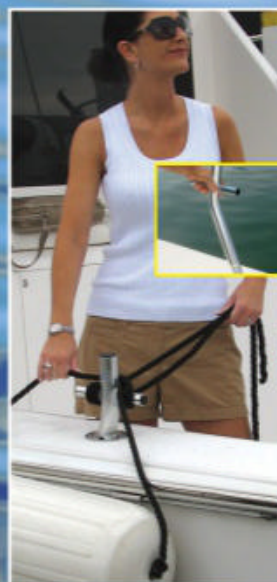
BOARDING POLE

extra assistance
boarding the boat
\$100.00*



BURGEE POLE

Wave that Flag
\$80.00



NAUTICAL CROSS

fits rod holder to
quickly tie-off fenders
\$100.00*

*shipping & sales tax extra

www.nauticalcross.com



YACHT INNOVATIONS
Unique Marine Products

yachtinnovations.com
(516) 480-3388

Highest Quality Products — Handmade in the U.S. — Quick Shipping Worldwide

CRAFTED FOR ALL VESSELS, FROM SMALL BOATS TO MEGA YACHTS



FENDER HOOKS

STANDARD & CUSTOM SIZES IN PVC & POWDER COATINGS

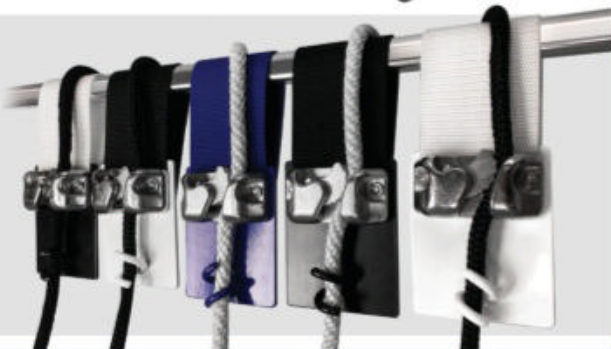


FENDER FASTENERS

Easily hang & adjust fenders

Custom
Straps &
Hardware

Various
Colors
Available



Other
Products

LassoMate

Rod Holder Cleat

Dock Line Extender

Inflatable Fenders

**TOTAL
DOLLAR**
Yacht Insurance

888-226-2846
www.totaldollar.com

**Advertise on
the Digital
Marketplace
section!**

For Rates & Advertising
Information

Contact Grif Barhight

GBarhight@aimmedia.com

KEVIN E. SEVERANCE INSURANCE AGENCY, LLC



"Discover the Difference"

**Motoryacht • Sail • Sportfish
Pleasure/Charter • Extended Navigation
Auto • Home • Recreational • Business**

Multi-Policy Package Discounts

(281) 333-3100

www.insurancenavigators.com
kevin@insurancenavigators.com

Capture Spilling Fuel *for a safer, cleaner environment*



- Heavy-duty baffle design catches overflow and drains back into tank
- Save on fuel costs
- Top off with no spillage
- Protect boat finishes
- Avoid USCG environmental discharge fines

Splash-free, spill-free Clean Way™ Fuel Fill is used by the US Coast Guard and participating marinas, including 100 Clean Marinas in VA, distributed by the VIMS, in their pursuit of healthy watersheds.



Recommended by **BoatUS**



Order at cleanwayfuelfill.com for FREE SHIPPING!

772-460-6670

FENDERGRIP®
Store and deploy with push button ease!
Dealers Wanted

#1 Selling Fender adjuster • Lifetime Warranty
1-800-832-9998 • fendergrip.com

New World Marine, Inc. • Pompano Beach, FL

TideSlide® Mooring Products & Systems

©2023 PSI Marine Inc/TideSlide® All Rights Reserved.



Insurer Recognized Hurricane Plan

Does NOT have to line up with Cleats

SOLID 316 Stainless Steel Shaft

100% UV Stable Mooring Cleat

Self Lubricating & Never Bind

One Side Tie Ups Or Slips

Sizes and Lengths for Any Boat or Dock

(Deck Mount Attachments - Extensions & Clamp Brackets Available)

TideSlide.com 1(800)780-6094



**POWER
& MOTORYACHT**

**SHIPS STORE
ADVERTISING**

For Rates & Advertising Information
Contact Grif Barhight | GBarhight@aimmedia.com



ADVICE ON ADVICE

TIPS ON WHAT TO DO WHEN A BOAT-SHOPPING FRIEND ASKS, "WHATAYA THINK ABOUT THIS ONE?"

BY CAPT. BILL PIKE

Boat buyers come in many shapes, sizes and types, but here, on this particular page—as a public service—I’m going to deal exclusively with the deeply depraved, bug-eyed, laser-focused variety. They are, after all, not only a threat to themselves, but a threat to others as well. I should know. I myself was once a card-carrying member of the bug-eyed band, wildly carousing websites and scouring marinas, boatyards and marine publications in search of one “perfect boat” after another. Then, as my ardor cooled a bit in more recent years, I slowly but steadily morphed into—I’m loath to admit—a wholly codependent advisor to the dicey crowd, seldom caring whether it was a confidant they wanted, a consultant, or even, upon occasion, a sneaky co-conspirator.

Thank goodness things are different today. All the madness, the insanity, I’m happy to report, has finally drawn to a peaceful, comfortable close. It’s done with. Kaput! I’ve learned my lessons. No more carousing and scouring for me—I’m totally content with what I’ve got, the good ol’ *Betty Jane II*. Shoot, I haven’t ogled an internet brokerage site for months now. Months! Or at least weeks.

And as for dispensing injudicious advice, whether offhand or meddlesome? That’s at an end too. Never again will I blithely sanction the purchase of some, sad, butt-ugly center console with a brand name nobody’s ever heard of. Or give some benighted, starry-eyed, true-believer a smile of compassionate affirmation, as if to say, “Yeah, you’re right, buddy—that old tugboat looks like one helluva bargain.” Or vaguely suggest, with forefinger raised prophetically, that perhaps this particular dreamboat—yes, the very one now gracing your computer screen—will perhaps, with time, significantly appreciate in value.

Of course, changed men, like yours truly, often get a tad pompous and overbearing as they slide into their dotage. But not me. The advice I give to boat buyers these days is not only humble, it’s absolutely harmless and confusing, even incomprehensible.

Indeed, I’ve even codified a set of four, trusty, advice-giving rules that keep me—or anyone for that matter—out of harm’s way whenever a friend, acquaintance or (heaven forbid) relative pops the ineffable question, “Whataya think about this boat?” Here they are:

First up, be very wary! Boat buyers tend to get devious and manipulative if their financing starts to falter. A request for advice may hide an altogether different agenda underneath. Is this a harsh criticism? When moolah was tight back in the day, I must confess, I was not personally averse to putting the bite on some malleable, unsuspecting soul in order to cover a last-minute down payment. Just sayin’.

Second, when under pressure, shift responsibility! Let’s say you’re trapped into a walk-through of a prospective purchase, and at some point, you sense the need to offer a shrewd opinion. Simply start out evasively and then toss somebody else under the bus. “Well yeah,” you might opine, for example, “I guess that engine is okay, but who knows? Who really knows? Why not get a mechanic to check ‘er out?”

Third, avoid romantic entanglements like the plague. Let’s face it—there’s often a significant other of some sort involved in a maritime acquisition. And whether she, he, or they be totally on board with the festivities is often uncertain. So, if constrained to give advice to a couple, stay especially noncommittal, obscure and perplexing. Else, you could find yourself dodging boathooks in a dire, dockside version of *As the Propeller Turns*.

And then fourth and finally, there’s the “hmmmm thing.” Sooner or later, the chips are gonna be down and you’re gonna be completely ensnared by some poor devil’s need for your assurance and guidance. Don’t worry—it happens to the best of us. But the fix is easier than you’d think. Just answer the questions and comments that inevitably arise with “Hmmmm, interesting idea,” again and again and again. Sooner or later, your tormentor will relent and decide to hit somebody else up for words of wisdom. □

SABRE *Crafted in the Maine Tradition*



38SE

43SE

45SE

48SE

48FB

58SE



MADE IN MAINE, USA





The Gift That Keeps On Giving



OUTER REEF®
YACHTS



The most unforgettable holiday you've ever experienced awaits, no matter the season. With the exquisite, quality, and impressionable Classic Series ranging from 58 to 115 feet, lasting memories aboard your Outer Reef are for the making.

Happy Holidays From All of Us at Outer Reef Yachts

info@outerreefyachts.com ■ OuterReefYachts.com